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ISSUE
240

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Ho 229 B

Horten Ho 229 B

This new release was developed from the 1/32 Ho 229 single-seater through extensive studies and redesigns. You can recreate the unique all-wing aircraft in an even more advanced two-seat, night fighter model.

Options for single-seat or two-seat model.
Clear outer parts reveal internal structures.

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1/32 Horten Ho 229 B (Two-Seater)

Available from
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For Volks online store.
Schedule for SWS Friend shops may vary.

■Landing Gear (front wheel and main wheel): the model recreates speed brake, thick and sturdy landing gears, and a large front wheel, the same size as that of the Do. 335.

■The Jumo 004 engine: the first axial-flow turbojet used in combat. The kit includes intake and nozzle cones as well as detailed internal structures like compressor stators and rotors.

■Cockpit: the two-seater night fighter features a narrow front-rear tandem cockpit. The rear cockpit has a radar scope.

■FuG 220 Lichtenstein radar: FuG202 was also used on the He 219.

■MK 108 30mm cannon: it is equipped with six 30mm cannons, four MK 103 and two MK 108, which provided immense firepower.



1/32 Horten Ho 229 B

NEW

- Plastic injection-molded kit (gray and clear sprues)
 - Included Items: Decal sheet x2, Masking sticker x1
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 - Total Parts: 369
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RETAIL PRICE IN JAPAN
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Five Items launching along with the kit!

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- Antenna Set
- Interior and Air Brake Set
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- Forward Facing Pilot Figure Set

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■ There are 115 official SWS Friend Shops (Retailers) and

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The **Old man** Blog

■ Zoukei-Mura SWS Development Commander talks about his vision and philosophy for SWS.

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Check out our official website for the schedules and details! Schedule may vary for SWS Friend Shops. Contact your local store for details.

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ISSUE 240 JULY 2025

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Model Airplane International, The Granary, Doolittle Lane,
Totterhoe, Beds, LU6 1QX.
Tel: 01525 222573
E-mail: alan@doolittlemedia.com

Distribution:

Seymour Distribution, 2 East Poultry Avenue,
London, EC1A 9PT.
Tel: 020 7429 4000

Newstrade:

Select Publisher Services, 3 East Avenue,
Bournemouth, BH3 7BW.
Tel: 01202 586848 E-mail: tim@selectps.com

Subscriptions:

Model Airplane International, The Granary, Doolittle Lane,
Totterhoe, Beds, LU6 1QX. Tel: 01525 222573
Rates: UK £55, Eire and Europe £69, Worldwide Air £84.
Website: www.doolittlemedia.com



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NEWSLINE

This month's round-up of all that's new in the world of aircraft modelling...



AIRFIX 1:48 FOLLAND GNAT T.1 RE-RELEASED

AIRFIX

www.airfix.com



The Folland Gnat was a small, swept-wing British subsonic jet trainer and light fighter developed by Folland for the RAF, and flown extensively by the Indian Air Force. Its design allowed construction without specialised tools by countries that were not highly industrialised. Although never used as a fighter by the RAF, the Gnat T.1 trainer was widely used. The Airfix 1:48 scale Folland Gnat T.1 is back for the first time since its debut release as a new mould in 2014, complete with its

original schemes. The kit comprises 96 parts and measures in at 153mm wingspan and 290mm in length, with options for undercarriage up or down, seated pilots, poseable canopy, flaps and nose.

- Scheme A: Folland Gnat T.1, No.4 Flying Training School, Royal Air Force Valley, Anglesey, Wales, 1973.
- Scheme B: Central Flying School, Royal Air Force Little Rissington, Gloucestershire, England, 1964. ■

Thanks to Airfix for the images and information



COMING SOON IN THE HOW TO BUILD... SERIES



P-40E-N IN 1:48 SCALE FEATURING EDUARD'S P-40E WARHAWK

The P-40 was a dependable warhorse produced in far greater numbers than any other USAAF fighter during 1941 and 1942, and one that continued to provide valuable service until the closing days of World War II. However, the Warhawk is often overshadowed or even ignored in the annals of aviation history because it did not shine as brightly as its more glamorous counterparts on both sides of the conflict.

Eduard's all-new 1:48 scale P-40E is an instant classic with its high level of detail, modeller-friendly design and class leading surface textures.

Between these covers, we provide an exhaustive step-by-step illustrated guide to building Eduard's new 1:48 scale P-40E plus tips on painting and weathering.

Additional inspiration is also offered with a second full build of the Mauve 1:48 scale P-40N, still widely available with re-issues by Eduard and Academy, using plenty of after-market accessories.

You'll also find history, reference, exploration of earlier 1:48 scale P-40 kits and more!

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COMMENT



THE FELIN

Jonathan Mock reflects on Jaguar kits down the years...



My introduction to the BAC Jaguar was via the Airfix and Matchbox kits of the 1970s. That I refer to it as the “BAC Jaguar” and not SEPECAT or Bae probably dates me as well because that was how I was introduced to the aircraft via those kits and the literature of the time.

The Jaguar was just starting to enter service with the Royal Air Force and who could fail to be impressed by this sleek looking aircraft that looked like it was going fast even when parked! This was probably down not only to its slender shape but also the raked undercarriage with its twin wheels, not to mention the jet pipes of those two Rolls-Royce Turbomeca Adour turbofan engines. I had a poster - no idea from where - of some Jags prowling the Scottish highlands, hugging the terrain looking very much like mechanical equivalents of their flesh-and-blood namesake. Man, what an aeroplane!

The original Airfix Jaguar has always been a favourite of mine mainly for the dramatic box art by the late great Roy Cross, depicting a low level Jag streaking across the countryside leaving an explosion in its wake. Roy painted two versions of this box art; the original 1970s

release depicting the pointed nose of the early GR.1 marque, amending this for a reissue in 1978 when Airfix themselves upgraded the tooling to include the Laser Ranger and Marked Target Seeker (LRMTS) ‘chisel’ nose and new decals.

I built that original GR.1 on two occasions - the first in the early 1970s (with tube glue and a lack of patience!), then latterly some 25 years later in 1999 as part of a special Airfix anniversary display for the IPMS Nationals. That later Jaguar saw me bring decades of experience to the model, least not the ability to get a good finish with an airbrush. I remember it being a very satisfying project - built straight from the box, warts-and-all, but a reminder of that era of pure modelling as a kid.

I did return to the kit for a third time in and around 2004, but this time the upgraded GR.1 kit from the latter-half of the 1970s. It was again built for an Airfix display, this time to mark the fact that the kit had been reissued that year with new decals and colour schemes for the GR.3 version. In fact I did the decal research and artwork for that project and it was highly satisfying to know I was working on updating such an iconic kit from my formative years. I still have the model and it’s amazing

how well it holds up with a decent paint job (he said modestly) and some simple weathering.

The other cat kit (KitKat?) from the 1970s was the Jaguar from Matchbox, who were the new name on the scene and making a big splash. As I’ve often related in these pages, I fell for Matchbox and their multi-coloured plastic big time, not to mention their choice of decals and often alternative parts - their marketing people knew how to snag their audience! The box art by another late great Roy (Huxley) had a Jag on full afterburner screaming down the runway making the rotation to flight. Matchbox had the advantage of hitting the market with a proper fully-fledged GR.1 with LRMTS and they too offered a choice of RAF aircraft in the (then) current scheme of Dark Sea Grey, Dark Green camouflage with Light Aircraft Grey undersides. Looking back on that kit with the sensibilities of a more experienced enthusiast (I would say adult, but I still don’t quite feel grown up...) I can now see its shortcomings but as a eight-year-old budding modeller, that kit was excitement personified.

My Jaguar adventure then went cold for a decade or two. I was aware of the Hasegawa kits when they came out and the superb dramatic box art of their shark-mouthed GR.1 with explosion in the background, but for the most part their kits were a little too pricey for my budget.

I returned to the world of big cats in 1993 with the release of the 1:48 Heller Jaguar A kit. I was asked by the late Ron Firth - one of the nicest people I’ve ever come across in this hobby - to review it for his subscription magazine Plastic Kit Constructor and I eagerly relished the chance to make something before it hit the shops.

The market for 1:48 Jags at the time was very limited - the original Heller Jaguar M kit from the 1969 (which was closer to 1:50) and the ESCI kit from the late 1970s, the latter being a bit clunky with raised panel lines. Heller’s new-tool 1993 Jag delivered a kit with recessed detail and, by and large, the fit was good. Okay, it wasn’t Tamiya levels of cut-and-click but I don’t remember having any major

E FACTOR

fit issues with it except for the flat underside which needed reinforcing from the inside to stop it flexing, and a fair amount of sanding to get a smooth join. I finished that one in French markings in a multi-tone sand finish from Desert Storm and I remember being impressed by the kit.

I returned to that Jag again a few months later, but this time the Airfix GR.1 boxing as part of the cooperation deal they had with Heller. Someone at Humbrol (who owned both brands) was impressed by my review of the Heller kit so offered me an early copy of the Airfix release. This was made for Scale Models International Magazine - my first article for them - and surfaced in the May 1994 issue. I did, of course, finish this one as an RAF example from Operation Desert Storm/Granby and had great fun building up the layers of weathering and fading using the airbrush. Looking back on it now it was one of the earliest examples of the kinds of shading we take for granted though I can't take any credit - I was stealing from other (better) modellers like Marcus Nichols in Tamiya Magazine!

I had the model for about a week until Mr Andrew Farmer of Humbrol asked to borrow it for a model shop display - and that was the last I ever saw of it! But it was one less model to dust and started a fruitful working relationship - not to mention friendship - with Andy which, I'm delighted to say, continues to this day with his work with The Hobby Co.

I did in fact build a third 1:48 Jag in the mid 1990s, this time in the pale grey Alkaline Removable Temporary Finish (ARTF) used for Operation Warden, the model was intended for a new magazine being launched that year - the magazine never happened and I have no idea where the model ended up!

My interest in the Jag as a subject has never really waned and while I've not made as many down the years as I would have liked to, that hasn't stopped me bagging kits from other brands, such as the aforementioned Hasegawa kit, the Heller 1:72 Jaguar A (which also includes the two-seat version), some FROG 1:72 Jags (again offering Jaguar A and

two-seat alternatives) and the 1:72 Italeri kit which from 1996 which, at the time, felt like a good alternative to the Hasegawa model by offering similar levels of detail but at a much more bargain price. And, of course, I did grab the Revell boxing of the Matchbox Jaguar two-seater, which felt like it brought my story full circle.

There have been other kits - Hobbycraft offered a 1:72 Jag which, having peeked in the box, didn't really inspire me to hand over the readies for one, and in recent times there was the 1:48 Kittyhawk Jaguar which, to me, felt overly fussy by trying to be all things to all people. I've yet to check out the 1:72 HobbyBoss kits in person but initial pics seem favourable.

Which brings us to the recent 1:48 Airfix kit, mentioned in an OpEd the other month. Now here I have to declare an interest in that I worked on the decals and artwork for this, but I don't think it's bias if I point out the kit has received pretty much rave reviews from everyone who has made one, with special mention for the standard of surface detail, the fit of parts and the choice of stores and weapons. That is down the designer of that kit, the ridiculously talented Paramjit Sembhi and the research by (former) R&D guru Luke Slaney-Hewitt (now of Revell), both really nice guys!

That Airfix 1:72 Jaguar GR.1 is down for reissue as part of their Vintage Classics range and I'm delighted to say that I'm down to work on that one - imagine telling an eight-year-old in 1975 that he'd one day be working on the model he so dearly wanted from Woolworths in Wokingham.

I would like to make another Jag at some stage because some 50 years on, my love affair with this aircraft show little sign of abating - I mean when an aeroplane is that good looking, the decades are meaningless, in fact they can just reinforce how timeless something can be.

And 57 years on since its first flight, I still think the Jaguar still looks futuristic... ■

Jonathan Mock

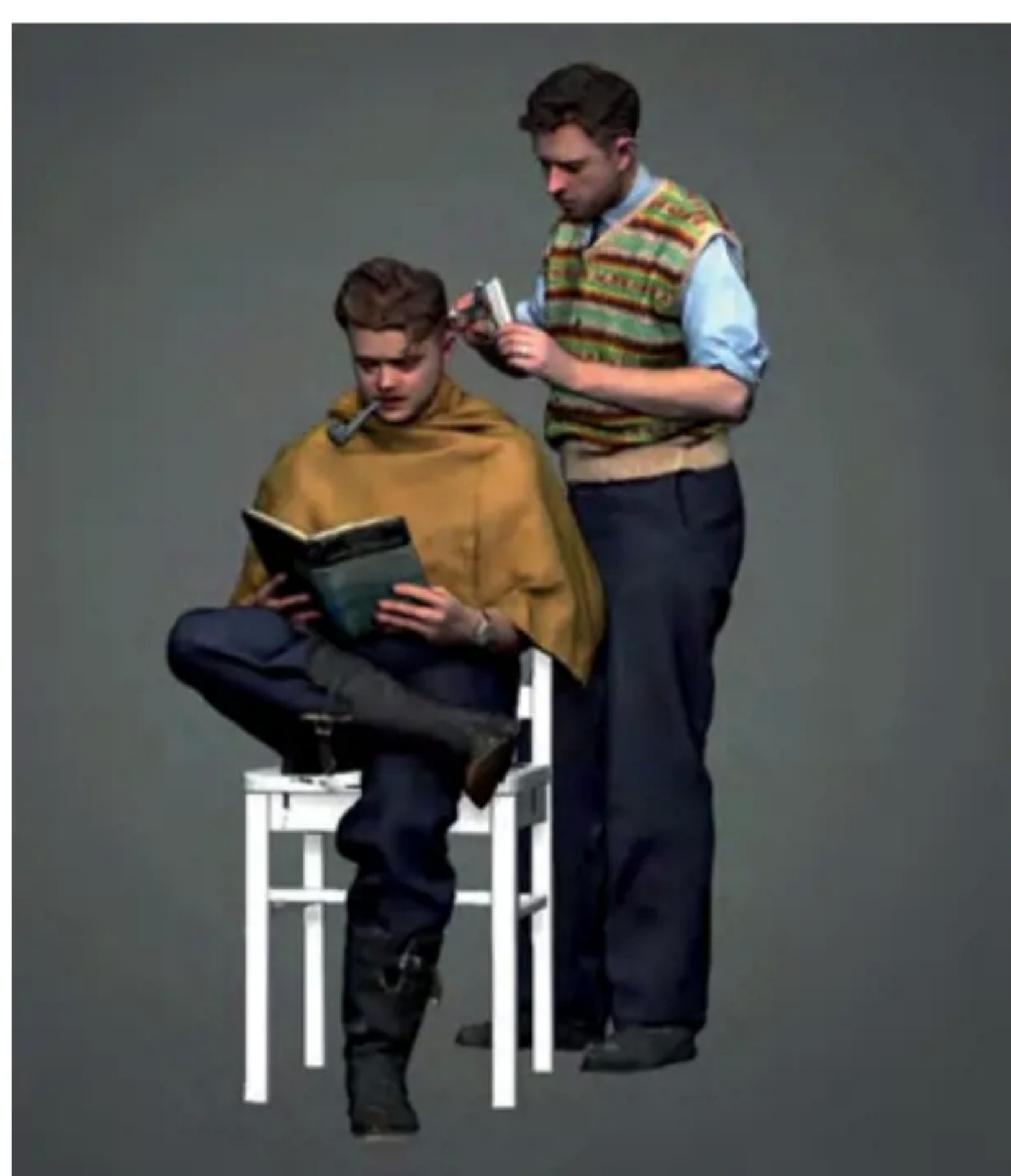


PREVIEW

STANDING DOWN

FIGURE PREVIEW Modelu RAF Pilot Figures

The Editor examines six figure sets from Modelu focusing on Battle of Britain era RAF fighter pilots in 1:48 scale, but also available in 1:72, 1:32 and other scales.



RAF THROUGH THE AGES - AF DISPERSAL SCENE 1 - EARLY WWII

1:48 scale (also available in a wide range of other scales)

Item No. 50201-48

The set comprises three figures in a dispersal scheme.

Two of the pilot figures are seated in wicker wing chairs. The chairs are included in the set. One of the seated pilots and the standing figure are wearing Battle of Britain era blue flying suits with separate tunic and trousers, sheepskin boots and bare heads.

The standing figure is engrossed in an open newspaper.

The other seated pilot is wearing a Mae West life preserver and a light blue RAF shirt with sleeves rolled up to the shoulders.

This is lovely self-contained scene.

The figures are perfectly 3d printed in grey resin together on a single base with fine attachment points. No striations or other imperfections can be seen on my samples.



Modelu is a British company that produces 3d printed figures and associated services including full-body custom scans.

Their focus has been railway and lineside figures but they also offer military, civilians, workers, pets, wildlife, livestock figures and more.

This review covers two figure sets in 1:48 scale, although they are both also available in 1:72, 1:32 and other scales.

Each set includes two or three different WWII RAF fighter pilot figures at rest.

RAF THROUGH THE AGES RAF PILOT HAIR CUT - MID-LATE WWII

1:48 scale (also available in a wide range of other scales)

Item No. 50300-48

The set comprises a standing figure giving a haircut to a seated pilot. The wooden chair is also included in this set. The seated haircut recipient is wearing dark blue trousers and sheepskin flying boots with an apron to catch the loose hair. He is reading a hardback book and smoking a pipe. The standing figure is wearing regular shoes, blue trousers and blue cotton shirt with the sleeves rolled up to the elbow. He has scissors and a comb in his hands. His outfit is completed with a fetching knitted sleeveless vest. You can use your imagination when painting a pattern on the vest! This is another lovely self-contained scene.

Once again, the figures are perfectly 3d printed in grey resin together on a single base with fine attachment points. No striations or other imperfections can be seen on my samples. I thought it was important to see what these figures would look like when they had been freed from their 3d printing cages so I set about cleaning up the five figures and the chairs.

I ran the resin 3d printed figures under hot tap water and the attachment points came away effortlessly. This was suggested to me by Luke Pitt. While experimenting with the hot tap water in the kitchen, my wife asked if a heat gun would do the same job. I think that sort of heat might damage the resin figure but I countered with a hair dryer.

Sure enough, with a few minutes application of hot air through a hair dryer, the attachment points came away with no trouble.

The figures can really be appreciated once removed from their printing strips. Also note that Modelu offers these figures in a choice of seven scales from 1:24 to 1:144 including all the usual model aircraft, military and figure scales. Regardless of your scale preferences, these RAF fighter pilot figure sets offer plenty of opportunities to add character to your dioramas and vignettes. They are all amazingly realistic and highly detailed.

Both Sets Highly Recommended
Thanks to Modelu for the review samples
www.modelu3d.co.uk



WING LEADER PUBLICATIONS

This month we can introduce readers to another addition to the rapidly expanding Wingleader Photo Archive series of great books of modeller's reference material. This time, we are returning to WWII fighters with the third in a set of profiles on the Hawker Typhoon, again penned by Chris Thomas. This is Chris Thomas's third book on the Hawker Typhoon, progressing to a very interesting stage in the career of the Typhoon as the aircraft arrives at a time when its considerable capabilities come to the fore.



RED KITE/WINGLEADER

HAWKER TYPHOON - Part 3 Spring 1944 to Autumn 1944 (Photo Archive No. 37)

www.bookworldws.co.uk

- By Chris Thomas
- Published by Red Kite/Wingleader
- Guide Price £20.00
- ISBN: 978-1-908757-50-0
- 70pp softback, 210 x 297mm

As we open this book we are faced with a superb low angle photo of a Typhoon with armourers loading a bomb onto a pylon next to the main undercarriage door.

This book covers about six months with D-Day in the middle when the Typhoon squadrons will exceptionally busy and their role very important. This was also a time when the Typhoon was in a period of transformation. Anyone building a Typhoon kit may be baffled by some of the photos in this book where we see all the major Typhoon changes taking place during this time.

Those changes included moving from 3 to 4-bladed propellers, a sliding canopy following the earlier car door arrangement and the changes to armaments carried. Typhoons delivered with a car door canopy were being converted to the sliding canopy arrangement. A particular Typhoon could be seen with both canopy styles during its career. A major change was the ability to carry a set of four rockets (the RP conversion) under each wing and the ability to carry bombs. Four wing-mounted 20mm cannon remain unchanged and Typhoons with the larger tail arrived at the beginning of 1944. Also seen occasionally was a device to create a smoke screen mounted on the bomb pylons. Those smoke dispensers were also capable of dispensing gas in the event of the Germans resorting to the use of gas as they did in

the WWI trenches. Photos also show a few Typhoons converted to carry cameras in the wings for reconnaissance missions.

Less obvious changes included the addition of armour plating to protect some vital parts of the aircraft and improved dust filtration on the distinctive large under-nose intake. There are many photos of these items throughout the book that will be very useful when putting a kit together. There were occasions when a particular aircraft could be carrying a 3-bladed propeller one day and a 4-bladed item the next.

As well as the mechanical and structural changes, this was a period of changes to the physical appearance of the Typhoons. With the approach of D-Day there was the rapid application of the familiar D-Day stripes. In the interest of the security of the up-coming invasion, the D-Day stripes were applied at the last minute. How the fuselage stripes conflicted with existing serial numbers and squadron codes varied. Stripes wrapped around the fuselage and on the upper and lower wings. It is interesting to read how short-lived these stripes would be. Just about a month from D-Day a directive was issued to remove the stripes from the upper surfaces of aircraft. Black and white stripes were very visible from above to enemy pilots. Stripes on the upper wings were overpainted and those on the fuselage were removed from the upper two-thirds of the fuselage. Again, the exact proportions of the stripes varied from unit-to-unit. This book is full of great photos illustrating these features. As well as the photos (with the odd one in colour) some of the Typhoons shown are reproduced in sets of colour profiles showing a large side view and smaller upper

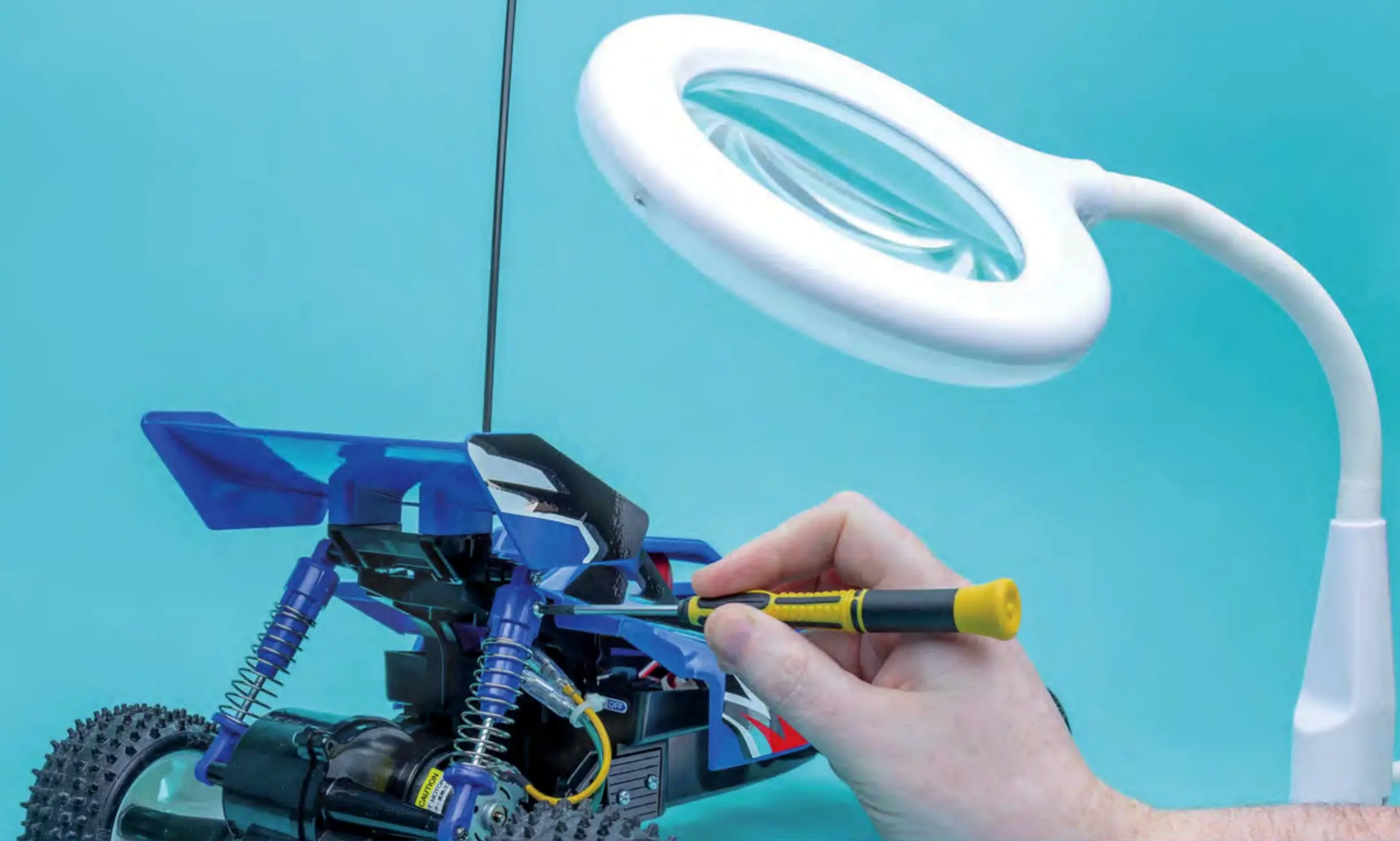
and lower views. Each set of colour profiles is accompanied with informative captions.

After the D-Day Allied Forces invasion, Typhoons were amongst the busiest squadrons supporting the advancing ground forces. It was only a week after D-Day that Typhoons were operating from forward landing sites in Northern France. Typhoon and P-47 Thunderbolt squadrons would constantly fly ground attack mission from forward bases as the German were driven eastwards. During this time many Typhoon units would be flying from grass strips and if you wish to show a Typhoon weathered to show this, there are plenty of close-ups to show muddy and dusty Typhoons. Those looking to show a model in a diorama with maintenance and armament crews will find photos to suit. By early August 1944, squadrons were taking advantage of abandoned Luftwaffe airfields.

There is a good selection of Typhoon kits to choose from in all the common scales with the outstanding example being the big 1:24 Airfix kits, coming in both the car-door and sliding hood flavours. Building any Typhoon kit will be aided by having this book (and maybe volume 1 and 2) by your bench.

Thanks once again to Wing Leader for giving us a look at this new Photo Archive book. Have a look at the list of great books previously published in this growing set. See wingleader.co.uk for ordering or specialist aviation book traders such as Avid Reader/Bookworld Wholesale for availability (bookworldws.co.uk). Avid Reader are regularly seen trading at model shows and carry good stocks of Wing Leader books. ■

Alan Firbank



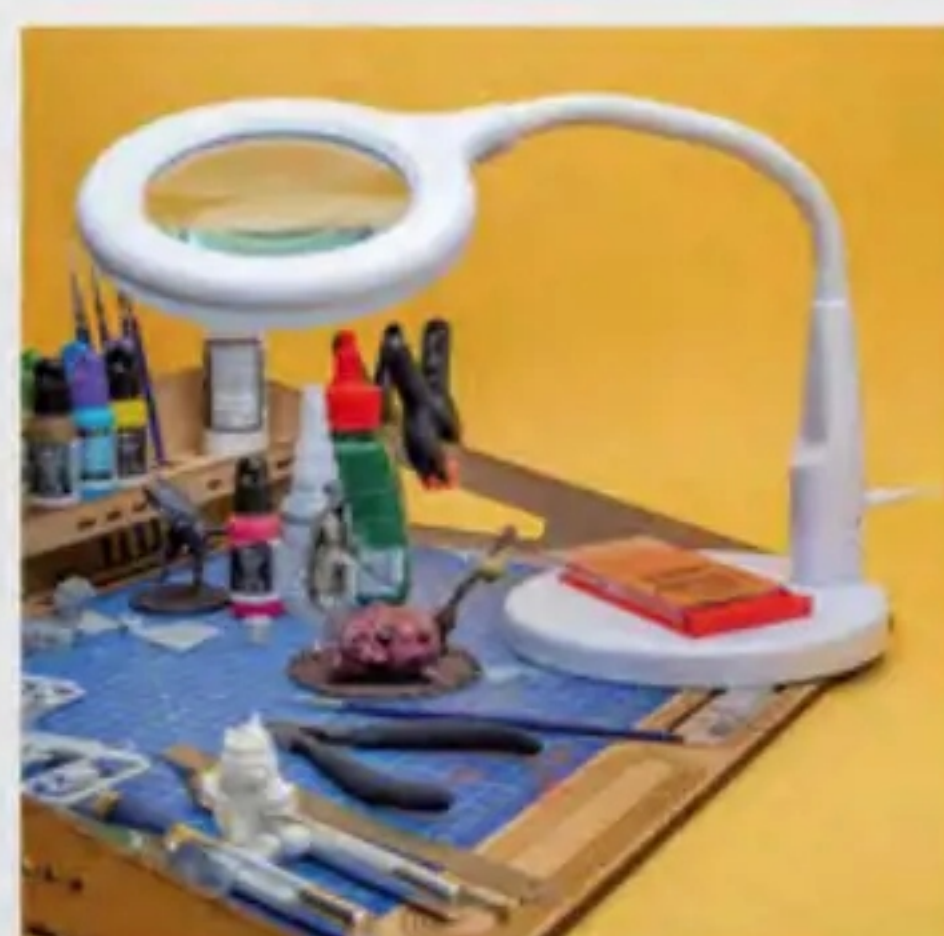
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TRANSFER LIST

EURO DECALS

www.fantasyprintshop.co.uk

RAF Typhoon Squadrons

- 1:48 scale
- Item No. ED-32144

Fantasy Printshop has released a new 1/48 scale decal sets covering RAF Typhoon Squadrons.

Twelve options are offered. Eleven of the schemes are overall Barley Grey, with the remaining aircraft finished in overall black.

The set is made up from two A5 decal sheets, a small supplemental sheet and full colour A4 colour instructions sheets packed securely in a clear zip-lock plastic bag.

The glossy decal sheet is printed by Fantasy Printshop.

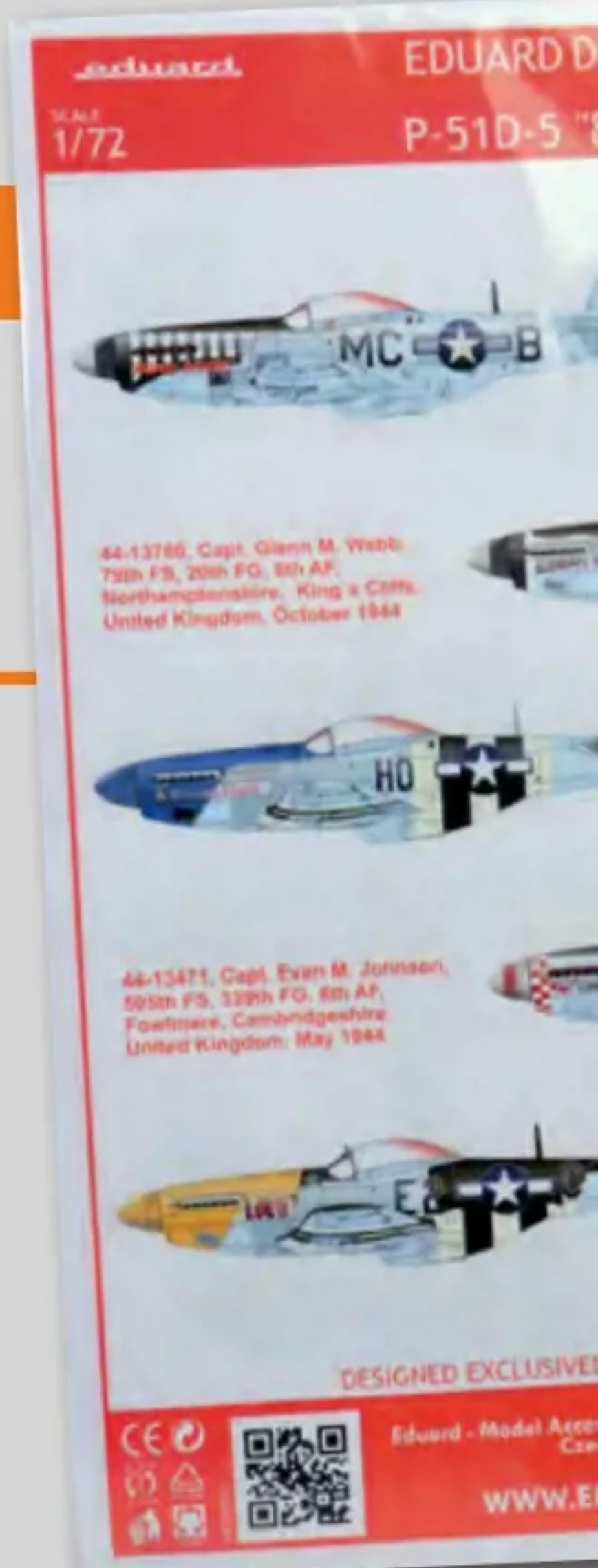
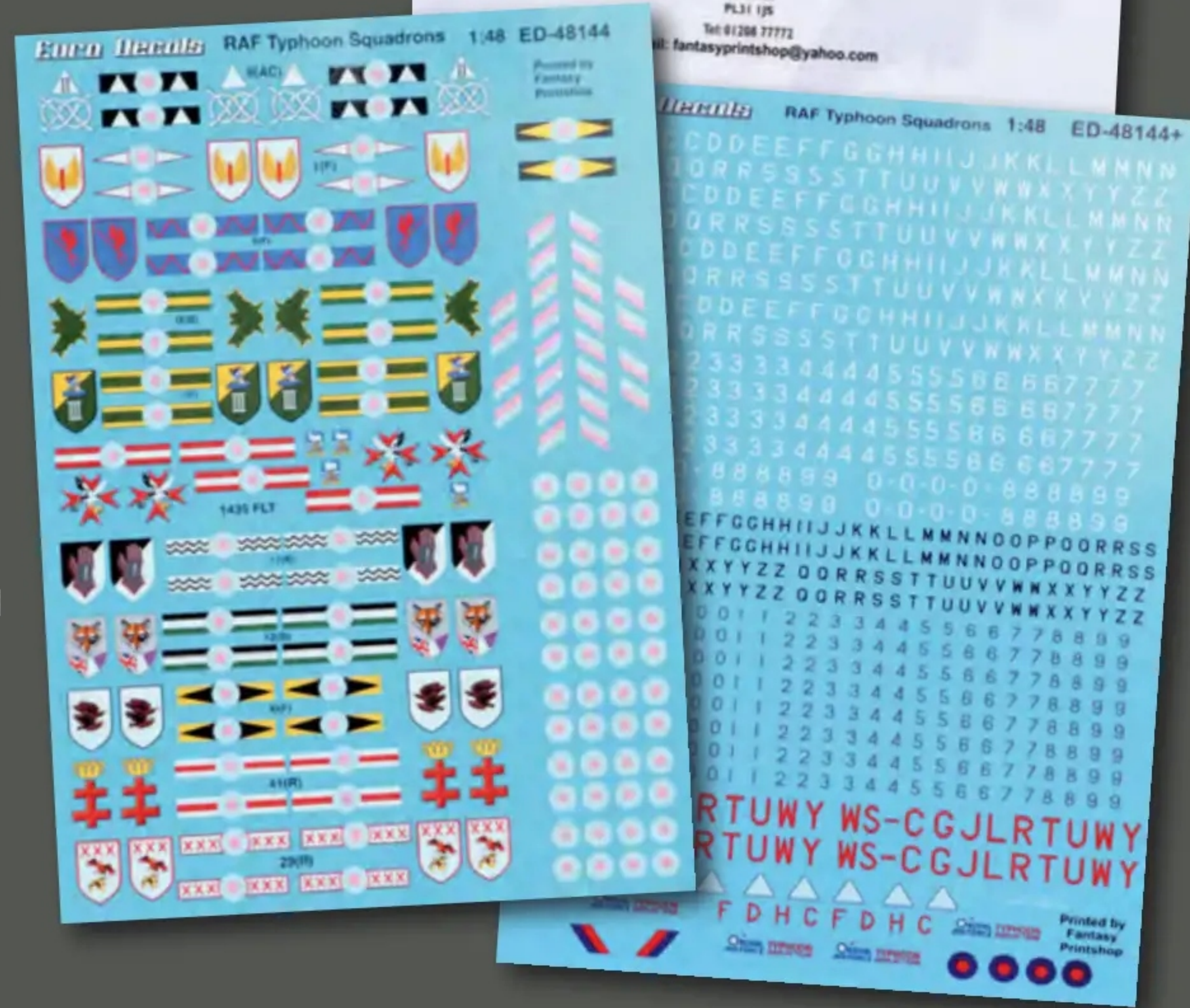
The colour and saturation look great, and carrier film is thin. These should go down beautifully on your model.

Instructions are supplied in colour on A4 paper. Each of the 12 subjects have both side views. Generic upper and lower views are included too.

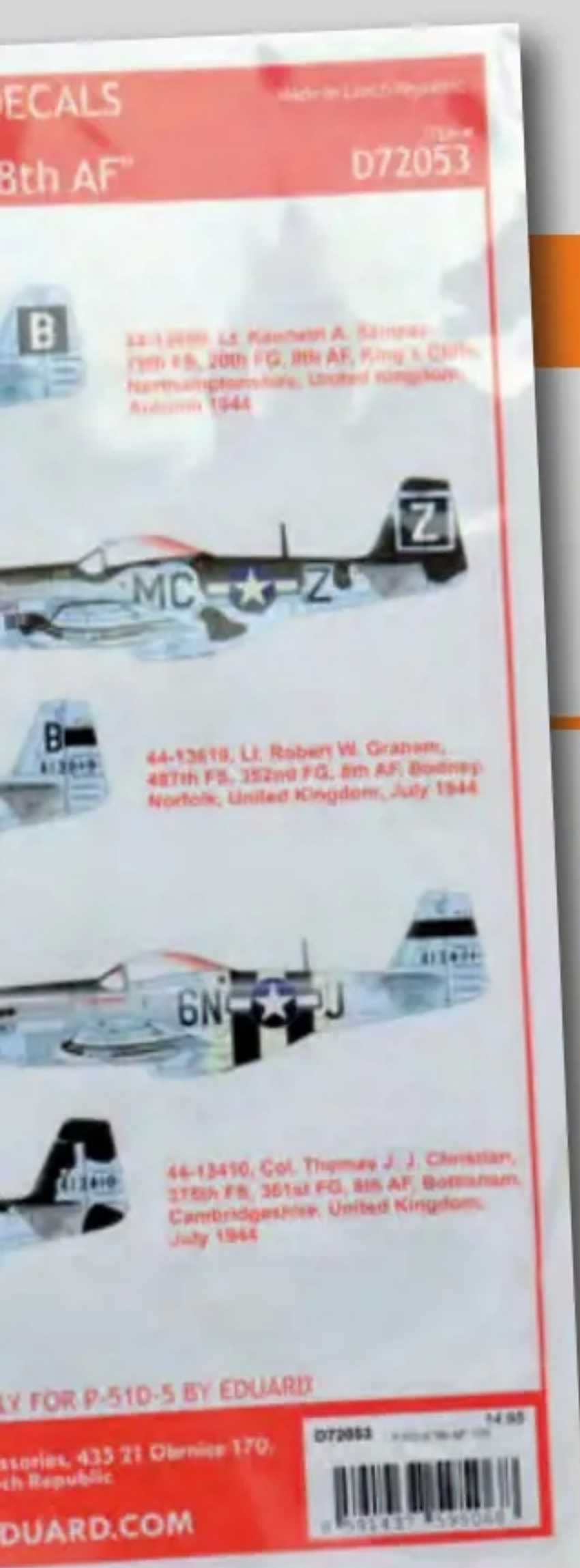
Sufficient national markings are supplied for all twelve subjects - very generous!

This is a perfectly printed decal sheet covering some interesting schemes for RAF single seat and two-seater Eurofighter Typhoons in 1/48 scale.

Highly Recommended.



Thanks to Fantasy Printshop for the sample www.fantasyprintshop.co.uk Brett Green



EDUARD DECALS

www.eduard.com

P-51 D-5 8th AF for Eduard Kits

■ 1:48 scale

■ Item No. D72053

Yet more choices for the Eduard P-51D kit, or any other Mustang you might have in your stash.

The sheet comes in the familiar A5 clear resealable sleeve and consists of a 135x115mm sheet of decals on a mid-blue backing sheet with no stencils as the kit should supply these. A stiffer card backing mitigates the chance of folding. There are five choices, all from the 8th Air Force in the UK in mid-1944, although there are sufficient national markings for two aircraft. Again the kit should provide the rest.

The decals are glossy with minimal carrier film and great colour density and register. Each example is given a colour four-view scheme and decals placement drawing. The five are

■ 44-13660, MC-B "Panty Waste" (or is it "Party Waste"?) of Lt. K.A.Skinner , 79th FS, 20th FG in Autumn 1944 NMF overall with B&W nose decorations and

toned down national markings

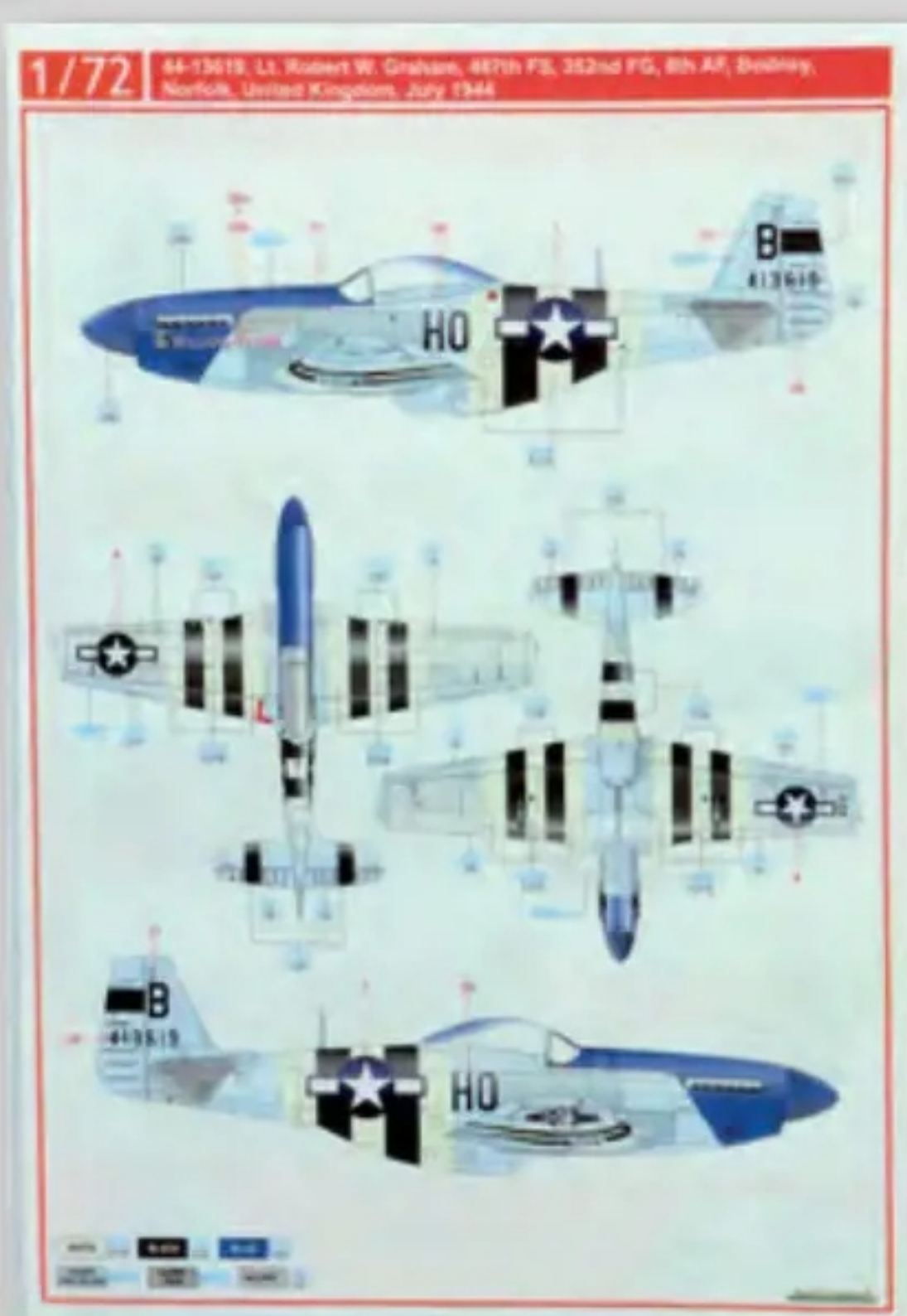
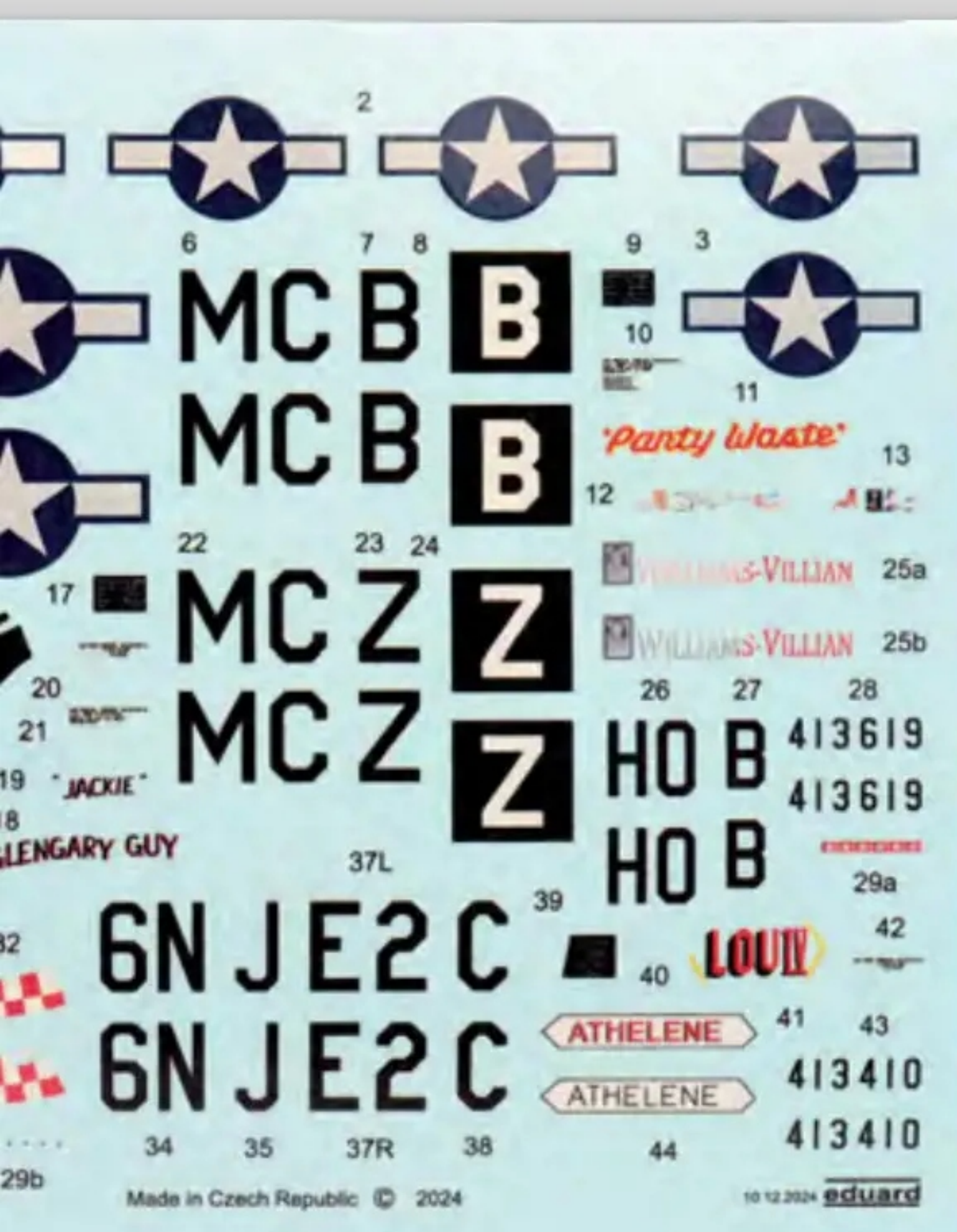
■ 44-13619, HO "Williams Villain" of Lt. R.W.Graham, 487th FS, 352nd FG in July 1944, in NMF overall with blue nose and B&W invasion stripes on all surfaces

■ 44-13760, MC-Z, "Glengary Guy" of Capt. G.M. Webb , 79th FS, 20th FG in October 1944, in NMF overall with olive drab upper fuselage and B&W nose stripes and invasion stripes on lower wing surfaces

■ 44-13471, 6N-J, "Grace " of Cape. E.M.Johnson , 505th FS, 339th FG in May 1944, in NMF overall with red and white checkered nose and B&W invasion stripes on all surfaces, and

■ 44-13410, E2-C "Lou IV" of Col. T.J.J Christian, 375th FS, 361st FG in July 1944, in NMF lower surfaces, olive drab upper wings and fuselage with yellow nose and B&W invasion stripes on all lower surfaces.

This is a colourful set of choices and a set that comes recommended to those of you who are looking for something a bit different for your collections of 8th Air Force Mustangs.



LEVEL 5

NEW PARTS

03768 Hawker Sea Hurricane Mk.IIC, 1:32

LEVEL 5

BATTLE OF BRITAIN SET

03766 Battle of Britain 85th Anniversary Set, 1:72

LEVEL 4

03774 Messerschmitt P.1099A - P-Series, 1:72

LEVEL 4

03772 Boeing™ 737-800™ "Turkish Airlines", 1:144

LEVEL 4

03773 Airbus A350-900 "Turkish Airlines", 1:144

Available from all good model stockists and online from

hobbycraft

hobbycraft.co.uk/brand/revell

Thanks to Eduard for the review sample www.eduard.com **Graham Carter**

PREVIEW

1:72

SPAD OVER KOREA

KIT PREVIEW Sword 1:72 AD-3/4 Skyraider Over Korea • Kit No. SW72151

The Editor examines Sword's brand new 1:72 AD-3/4 Skyraider Over Korea.



Sword's latest release is a 1:72 scale AD-3/4 Skyraider.

The end-opening box features attractive artwork.

The kit comprises around 130 parts in grey plastic (incl. one not for use), three parts in clear; decals for four marking options; self-adhesive die-cut masks. These are all packed in a large single ziplock clear plastic bag.

The grey plastic parts are moulded onto two sprues with fine attachment points.

Being a limited run kit, there are none of the little luxuries such as locating pins and tabs, (except the horizontal tail planes that feature small raised nubs) so take time when aligning and gluing the plastic parts. The quality of the plastic is very good.

Surface textures, including fine consistent recessed panel lines, are really well done.

The cockpit is simply broken down with sidewall detail moulded onto the tub. Side console switch and throttle detail is nice. Moulding is crisp and detail is good.

The instrument panel is a single plastic part with simple recessed circles. It would have been nice to have the option of an overlay decal with instrument dial and side console detail here but you're on your own.

You'll need to supply your own harness straps too.

The engine cylinders, pushrods are moulded as a single part. Two crank case options are offered - one looking conventional with magnetos and other details, and the second that looks like a cover with cooling slots.

Landing gear bays are boxed in using multiple plastic parts. The landing gear legs

include one-piece retraction struts and partial covers.

The main wheels are made up from two parts each. The tail wheel is moulded with the leg assembly.

Ample ordnance is offered including twelve 250lb bombs, two 500lb bombs, twelve HVAR rockets and a centreline drop tank.

The clear parts are thin and crystal clear. The sliding section is separate and may be posed open or closed. Two alternative windscreens are included.

Markings are provided for four options, all US Navy in overall Gloss Sea Blue:

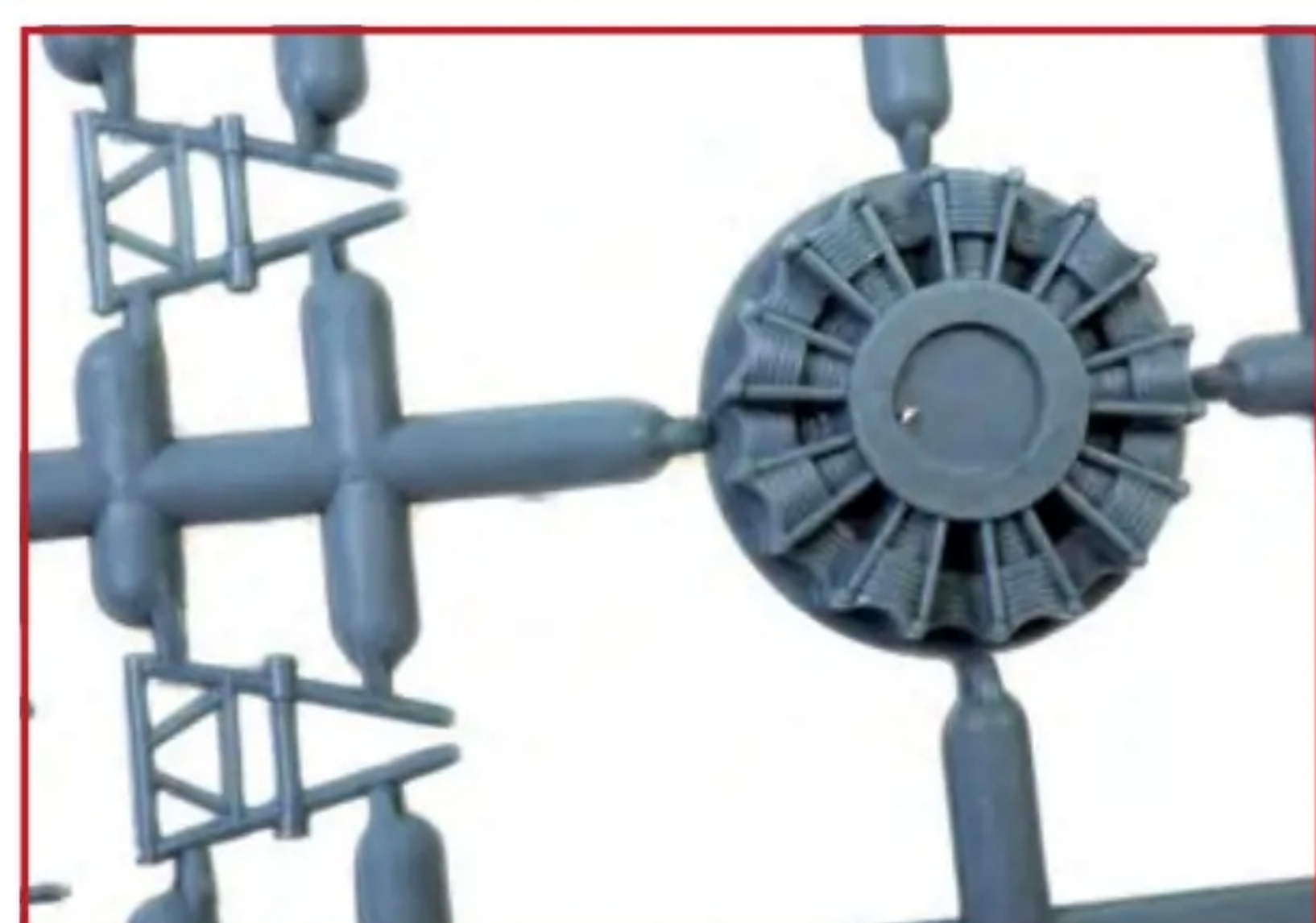
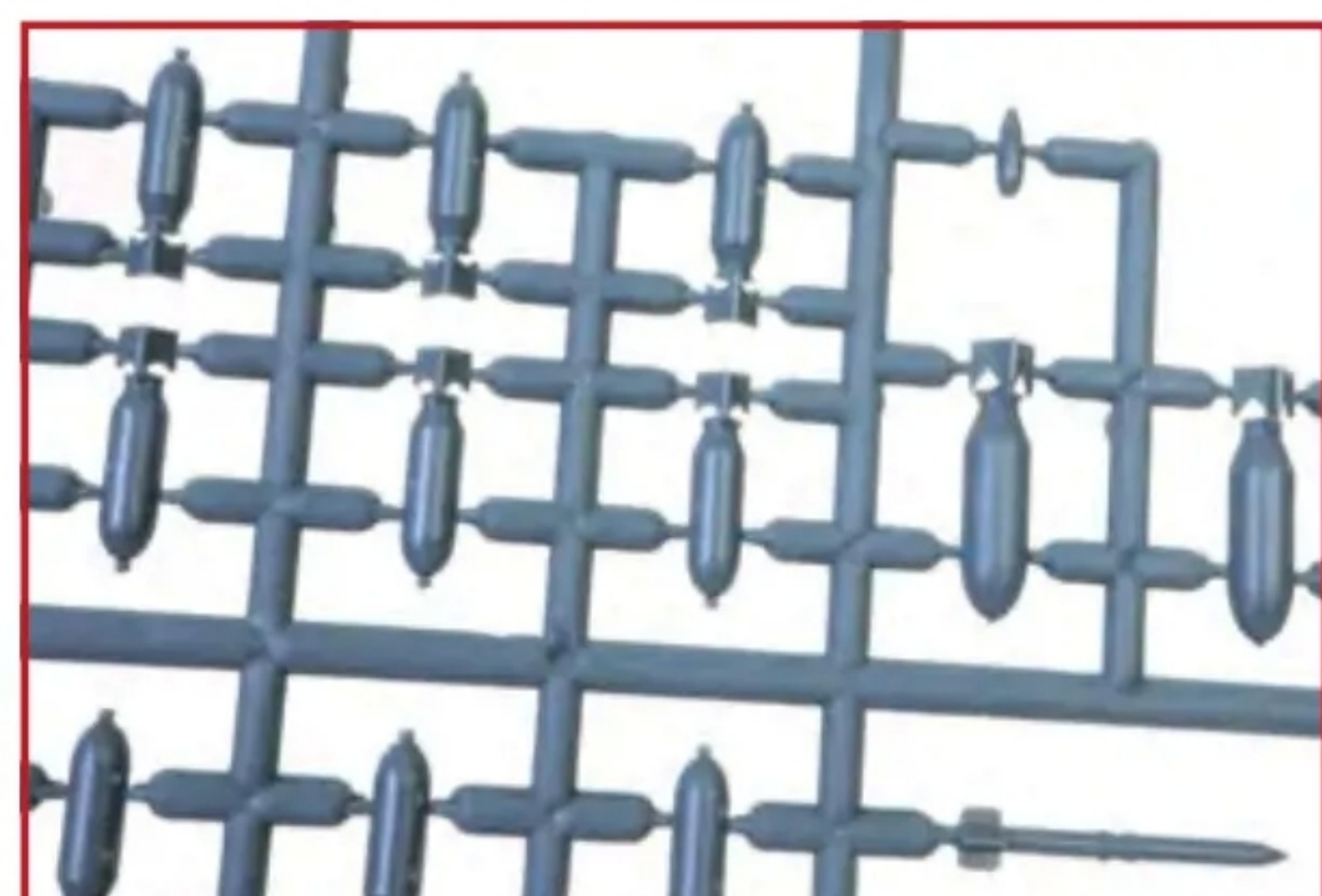
- AD-3 USN, Bu.No. 122737, 504 D, Hefty Betty, VA-923, USS Bon Homme Richard, CV-31, 1951
- AD-3 USN, Bu.No. 122799, 503K, VA-35, USS Leyte, CV-32, 1950
- AD-4 USN, Bu.No. 123851, 503V, VA-115, USS Philippine Sea, CV-47, 1951
- AD-4 USN, Bu.No. 123820, 509B, VA-195, USS Boxer, CVA-21, 1952

Decals are printed by Techmod. They are glossy and in good register.

Sword's kits are limited run but the quality of moulding, the level of detail and the finesse of surface textures would challenge some mainstream injection moulding model companies.

Sword's 1/72 scale AD-3/4 Skyraider is a fairly straightforward and nicely detailed limited run kit. Take your time with parts cleanup and alignment and you will be rewarded with an impressive result. ■

Thanks to Sword Models for the review samples



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Tamiya 1:32 Spitfire Mk VIII • Kit No. 60320

GREY NURSE

PART ONE - CONSTRUCTION

Mark Casiglia kicks off his new series by building Tamiya's gorgeous 1:32 Spitfire Mk VIII.

Tamiya released their 1:32 scale Supermarine Spitfire Mk VIII in 2010 hot on the heels of 2009's Mk IXc which was to also spawn a Mk XVIe in 2011.

These were and are still are regarded amongst the best Spitfire kits of any scale on offer. Having already built the IXc, the XVIe and two VIIIs, I decided to take an abridged approach with this one by completely ignoring the engine and gluing the cowling covers closed. The kit provides three marking options and since I had always wanted to do the famous shark-mouthed RAAF Grey Nurse scheme, this was my time. I went with the kit's example, being Wing Commander "Bobby" Gibbes's personal aircraft, with the squadron code sporting his initials RG. He took command of No. 80 Wing RAAF in Morotai from December 1944 until the end of the war in August 1945. ►



**SPECIFICATION:**

Tamiya 1:32 Spitfire Mk VIII. Kit No. 60320

MATERIALS USED:

- Tamiya Extra Thin Cement
- Revell Contacta Cement
- VMS Flexi 5K CA
- Ammo Black Slow Dry CA
- Ammo Ultra Glue
- VMS Transpa Fix 6K
- Dental composite resin
- Dental curing light
- Evergreen sheet styrene
- VMS CA filler

PAINTS AND FINISHING PRODUCTS USED:

- Mr Surfacer 1500 Black
- Mr Surfacer 1500 Grey
- Mr Surfacer 500 Grey
- Tamiya acrylic paint
- Tamiya lacquer paint
- Mr Color lacquer paint
- Mr Hobby acrylic paint
- AK Real Colors lacquer paint
- Tamiya enamel paint
- Vallejo Model Color acrylic paint
- Molotow Liquid Chrome
- Vallejo pigment
- Vallejo airbrush flow improver
- Tamiya acrylic paint retarder
- Tamiya lacquer paint retarder
- Hairspray
- VMS Varnish Satin
- VMS Varnish Matt
- GX113 flat clear
- Mig of Ammo Oil Brusher
- Oil paints, various
- Odourless solvent
- Mr Weathering Color
- Uschi spatter mask
- Mr Masking Sol Neo
- Tamiya masking tape, all widths
- Oramask 810 adhesive vinyl
- Ammo Softouch Velvet masking sheet
- Ammo washi masking sheet
- Car trim chrome tape
- Yamaha saxophone pad cleaning paper
- Infini Easycutting Type A mat
- VMS Set & Fix
- Walther's Solvaset

TOOLS:

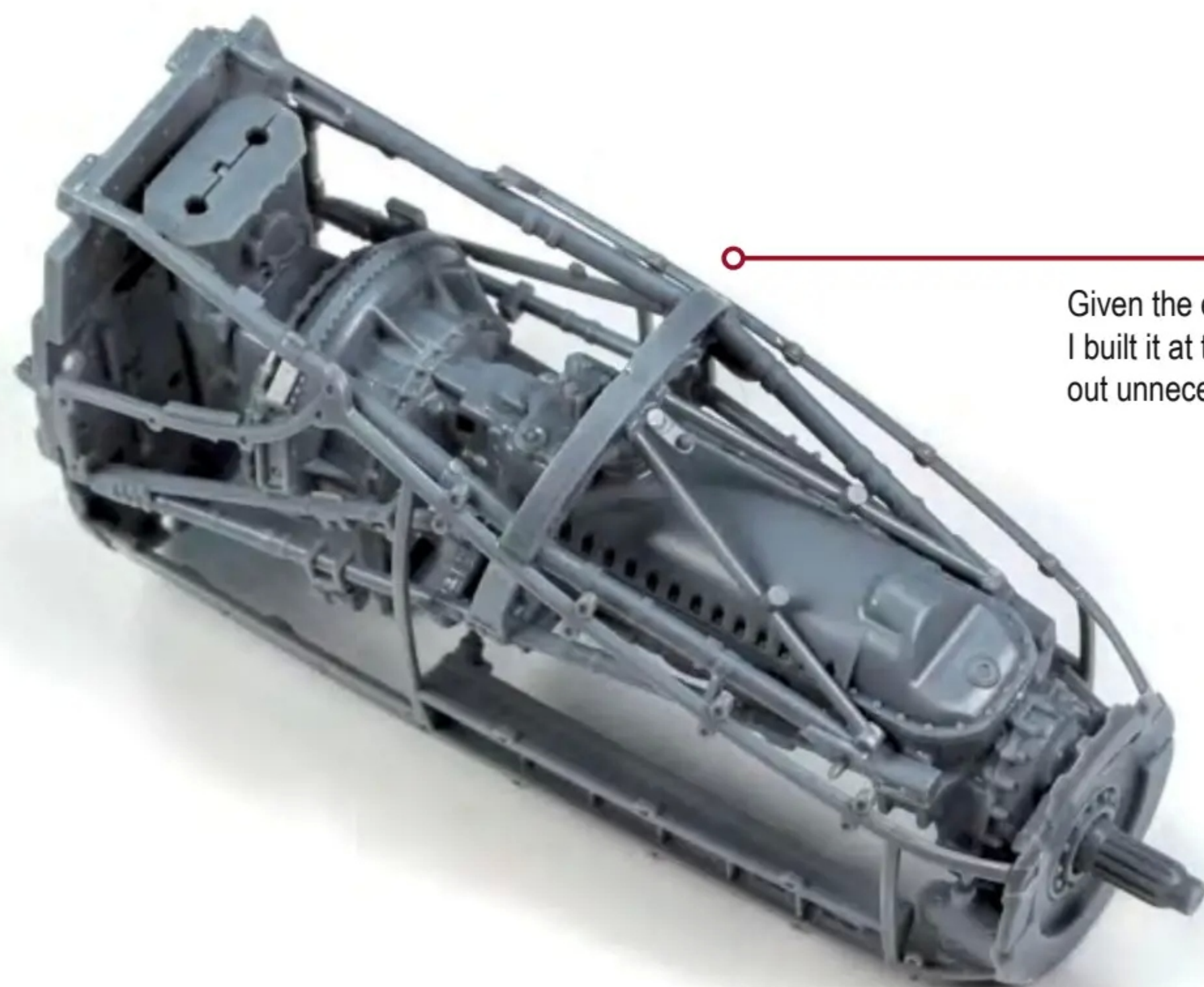
- SMS ceramic scraper
- Tamiya Fine Craft Saw
- Number 11 Scalpel
- Stitching awl
- Tamiya files
- Vallejo diamond files
- Infini soft sanding sticks
- GodHand sanding blocks
- SMS sanding sticks
- Wet and dry sandpaper
- Tamiya Polishing Compounds
- Fibreglass pen
- Pin vice and drill bits
- Suture scissors
- Rubber tipped clothes pegs
- Wooden mini craft pegs
- Disposable biopsy punch
- Rubber clay sculpting tool
- Sable brush 00
- Assorted general brushes
- Disposable micro brushes
- Silhouette Portrait 2 cutter

AIRBRUSHES:

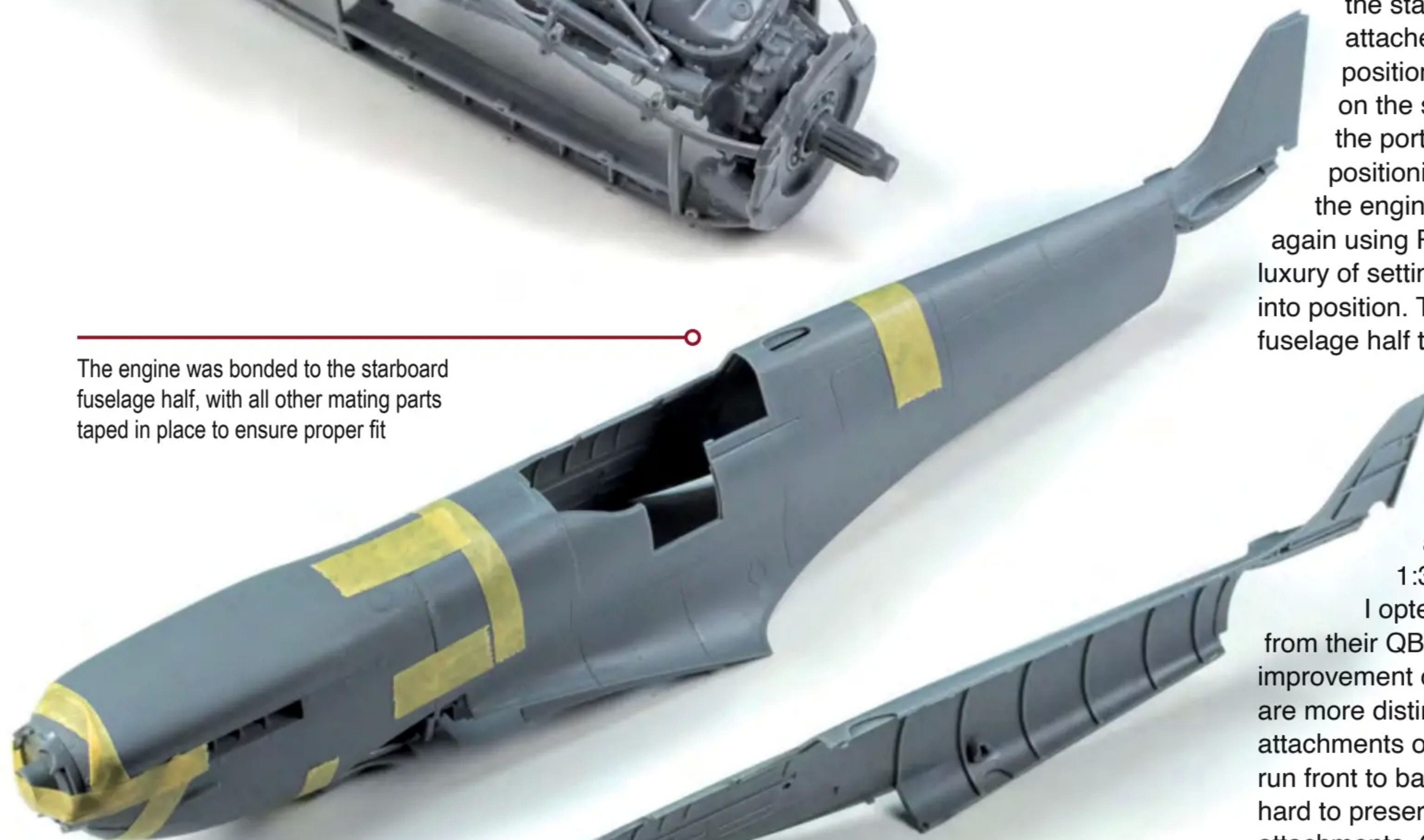
- Sparmax SP-20x 0.2mm airbrush
- Sparmax Max-4 0.4mm airbrush
- Hseng AS186 Air Compressor

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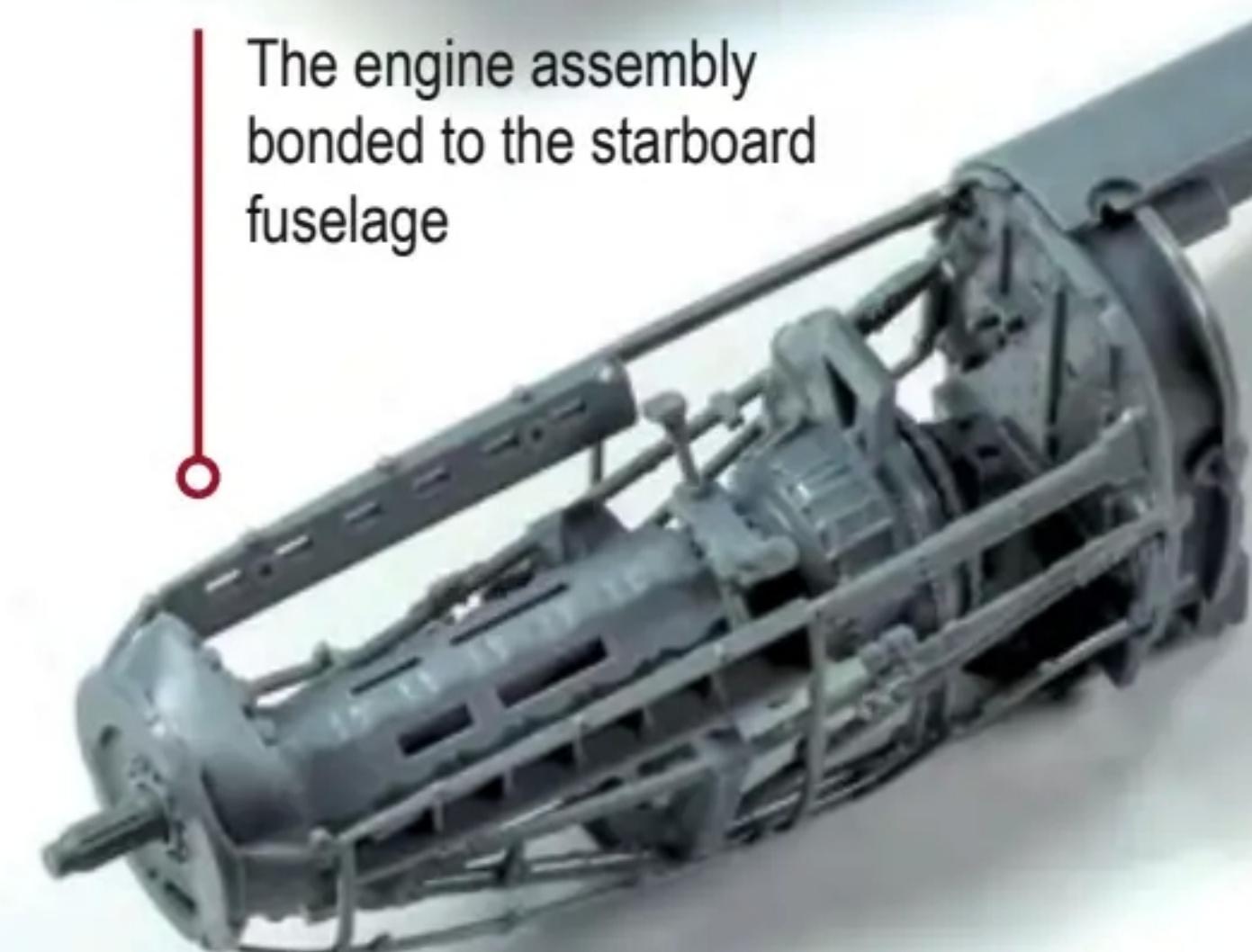
Tamiya 1:32 Spitfire Mk VIII • Kit No. 60320



Given the engine will not be displayed, I built it at the most basic level, leaving out unnecessary parts

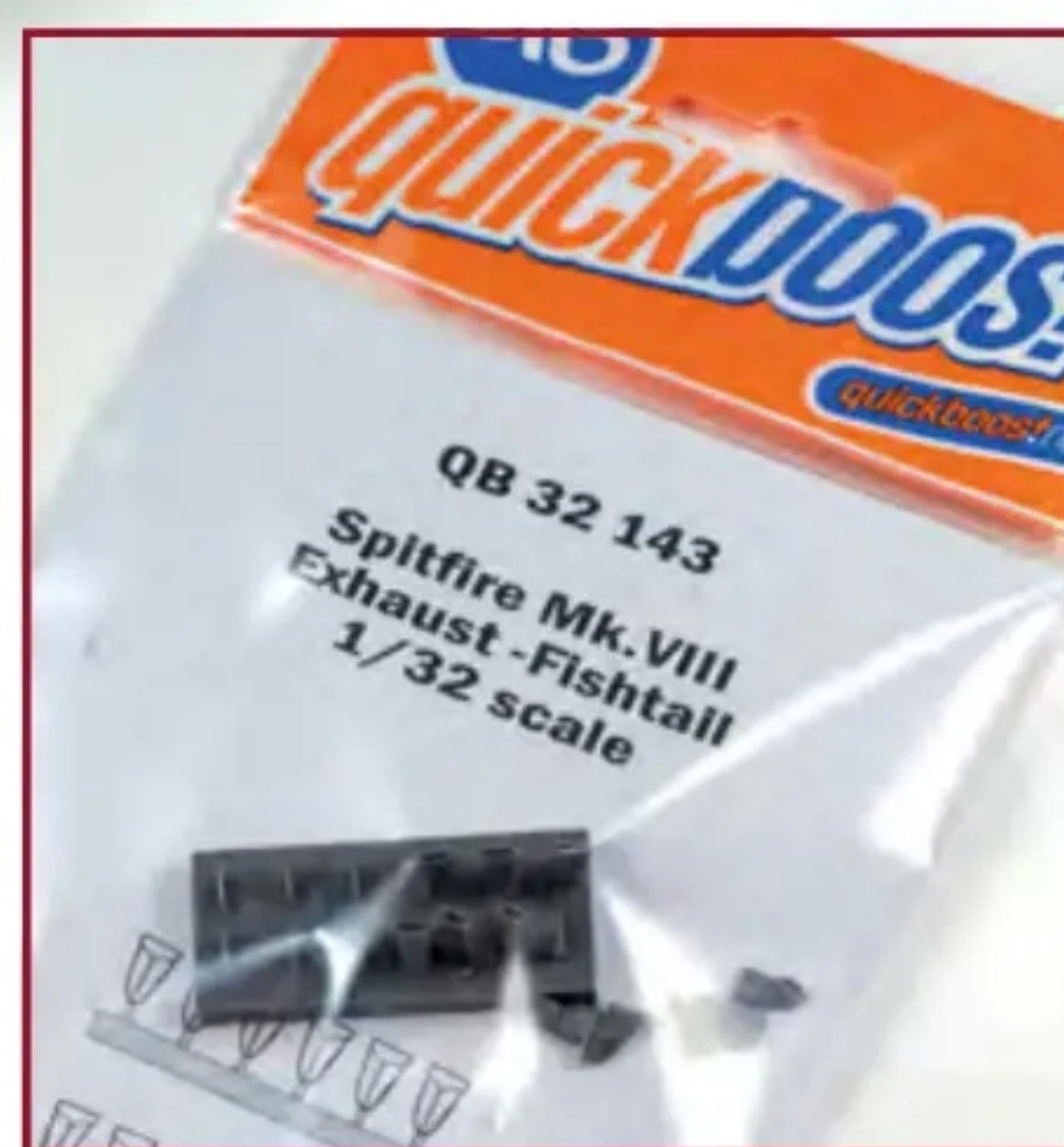


The engine was bonded to the starboard fuselage half, with all other mating parts taped in place to ensure proper fit



The engine assembly bonded to the starboard fuselage

Quickboost QB 32143 resin exhausts are crisply moulded and an improvement on the kit parts



VMS Flexy 5K CA is relatively slow setting and therefore ideal for fixing the resin exhausts into place, with the aid of a metal ruler to ensure good alignment



◀ MERLIN LITE

My approach was to get the engine built as fully as possible to support the propeller and cowlings, but without unnecessary extra parts such as the cylinders and intercooler for example. Despite this all now being essentially hidden infrastructure, it was as enjoyable as ever to put together since the parts are so beautifully moulded and fit together so well. The engine was screwed to the firewall and engine frame. Part G6 is a sturdy support piece which unites the front portion of the fuselage halves and forms the stable base onto which the engine attaches. This part was glued into position with Revell Contacta cement on the starboard fuselage half, with the port half in place to ensure perfect positioning. Once that was firmly set, the engine assembly was glued into it again using Revell Contacta which gives the luxury of setting time while parts are adjusted into position. This time, not only was the port fuselage half taped into position to guide correct engine position, but so were all the cowlings covers. I was confident at this point that there were to be no fit problems with the cowlings, and infamous trap with Tamiya's 1:32 Spitfire kits.

I opted for Quickboost resin exhausts from their QB32143 set. These are an improvement on the kit parts as their openings are more distinct, and the kit parts have sprue attachments on the fine moulded lines that run front to back on the exhausts, which is hard to preserve after smoothing the sprue attachments. Once trimmed of excess resin,

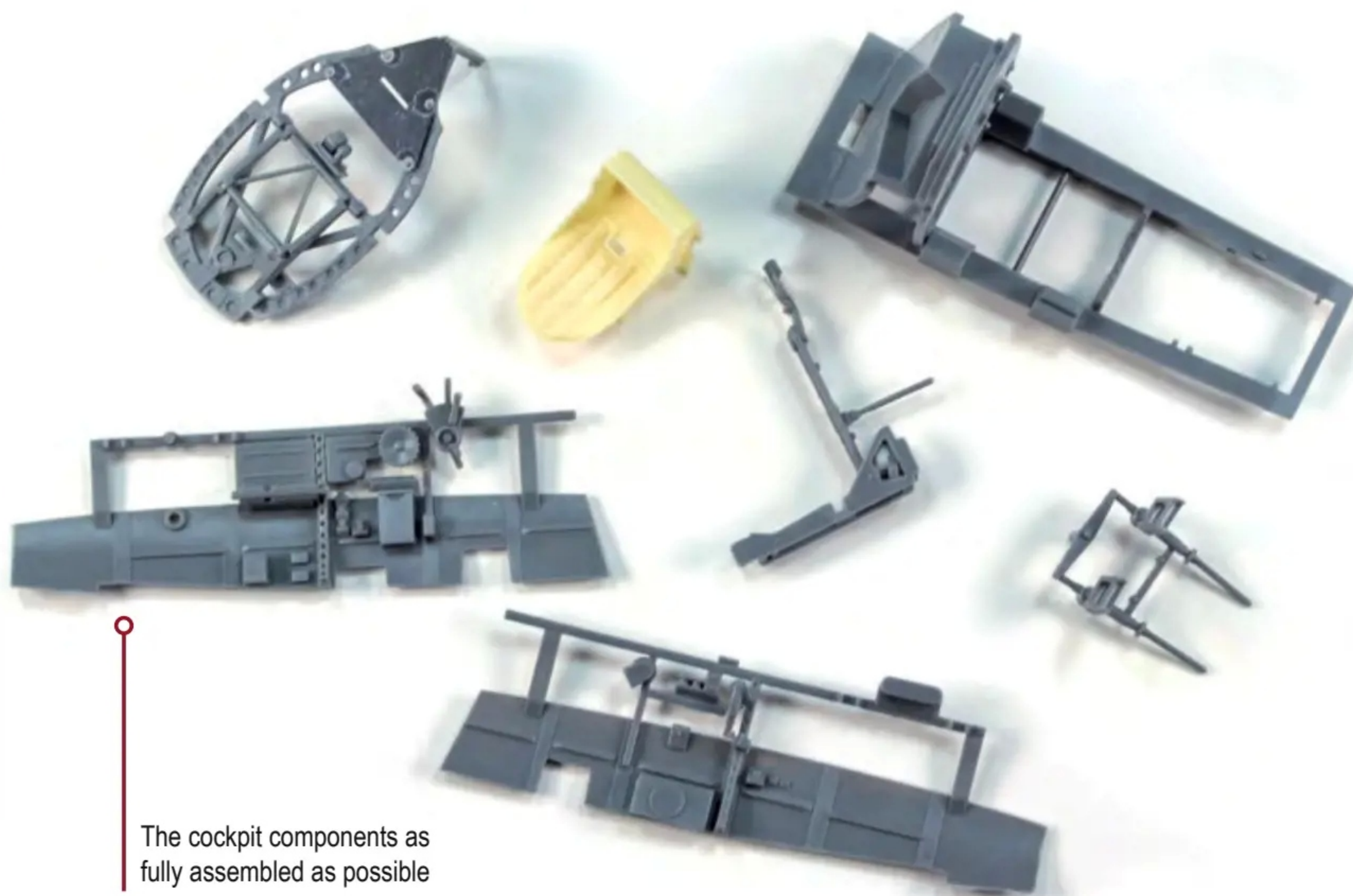
the exhausts were bonded to the engine using a metal ruler as an alignment guide and VMS Flexy 5K CA as the adhesive, as it is thick and reasonably slow setting to allow adjustment time. Once set, extra CA was pooled on the inside surface to make sure none of the exhausts would ever dislodge. Finally they were primed with Mr Surfacer 1500 Black to ensure coverage in deeper portions which might have been harder to access later.

COCKPIT

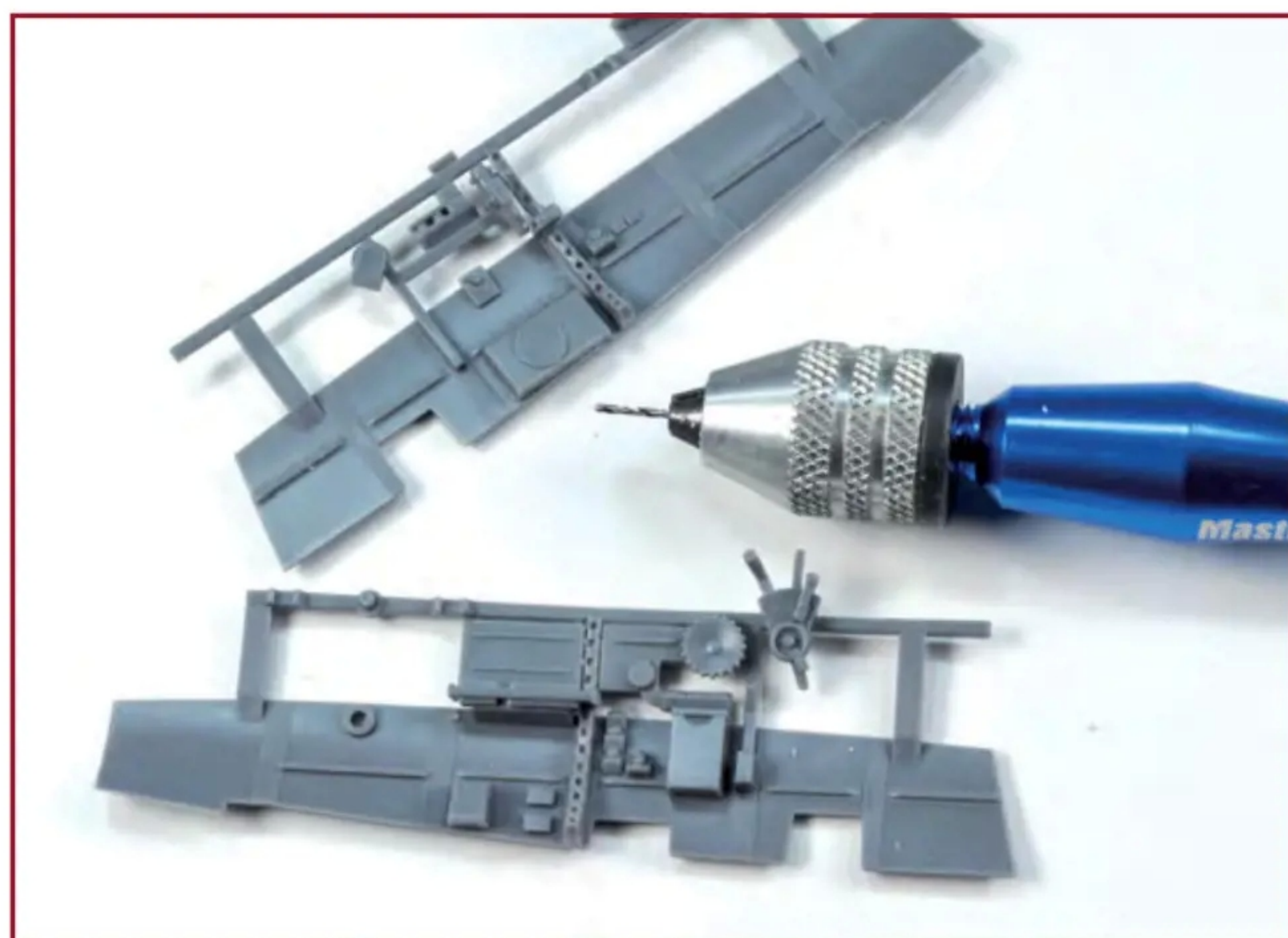
I now returned to the beginning of the instruction book and started on the cockpit. I had purchased a BarracudaCast pilot's seat with leather back cushion, Item No. BR 32001. Once I removed excess resin I found that the surface texture in some areas was very rough which made me assume that perhaps the moulds were overdue for replacement when this example was cast. With that, I built the kit's seat and proceeded to paint them both using Mr Hobby H47 Red Brown, so that I would have the freedom to choose the best one to use. The leather backrest was brush painted with a mixture of Tamiya enamels in XF-85 Rubber Black and XF-10 Flat Brown to replicate the very dark brown- almost black- ▶



I purchased a BarracudaCast resin padded pilot's seat, BR32001



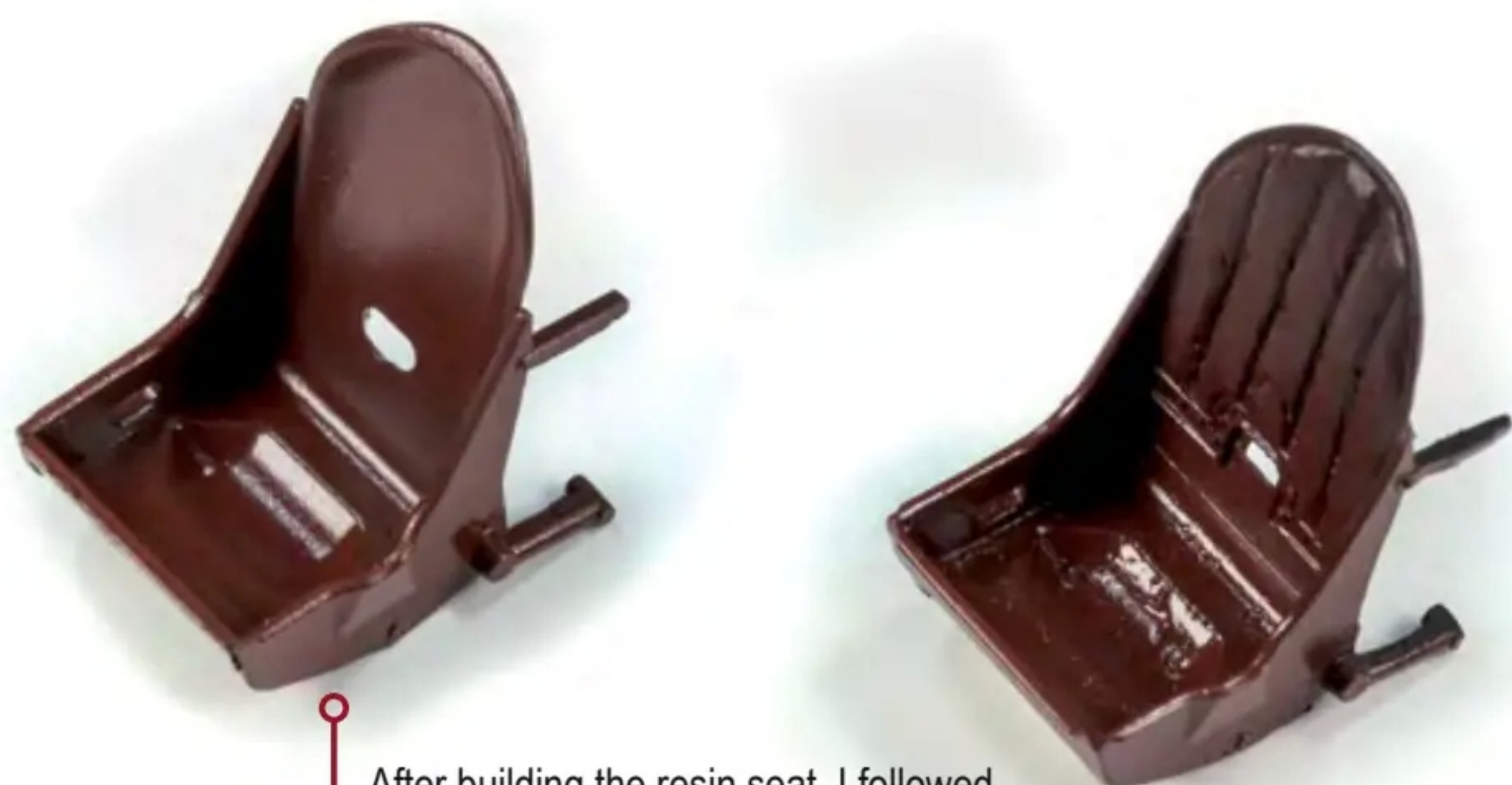
The cockpit components as fully assembled as possible



I drilled out the any lightening holes that would be visible using a pin vice and relevant drill size



The upper half of these lightening holes were drilled out. The lower ones will be completely obscured in the finished model so weren't opened



After building the resin seat, I followed up with the kit seat as a comparison as I was disappointed with the rough finish on the resin example.



After painting the leather backrest, the resin seat definitely looked better than the kit seat



Mr Hobby H47 Red Brown seemed like an ideal match for the pilot's seat



The base colour for the leather backrest was a mixture of XF-85 Rubber Black and XF-10 Flat Brown brush painted enamel, to produce the required very dark brown, with dry brushing in XF-57 Buff to create the leather effect

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◀ colour of the leather which was needed. With a dry brush of XF-57 Buff, a reasonable leather effect was achieved. Following a coat of VMS Satin varnish, the flaws on the resin seat were less obvious and with the harnesses set to obscure most of them, I decided to use the resin seat which also looked much better with the backrest detail.

Meanwhile the rest of the cockpit was assembled as fully as possible without impeding paintwork. A pin vice and drill bits of appropriate size were used to open up lightening holes on the fuselage sides and in the framework behind the pilot's seat, but only where visible as those down low simply disappear once the fuselage is closed. The main colour used throughout the cockpit was Tamiya XF-71 Cockpit Green, with a thin dusting of the same colour mixed with XF-15 Flat Flesh to highlight the upper surfaces. Any areas in aluminium were airbrushed in Tamiya LP-70 Gloss Aluminium. Black areas including the instrument panel were generally painted with LP-3 Flat Black, with highlights in XF-85.

The cockpit sidewalls contain a lot of detail which was brushed painted with enamels in either XF-1 Flat Black, XF-2 Flat White or XF-7 Flat Red. Further detail around the cockpit was added in the form of coloured PE placards from the Eduard set 32785. Not all the placards were used but those that were added significantly to visual appeal inside the cockpit. Following on from trying to avoid excess work in unseen areas, I opted not to add wires and cables. Following a general dry brush of XF-20 Medium Gray enamel paint, all cockpit parts were sealed with VMS Satin. At this point the instrument panel components were assembled. I purposely avoided purchasing an aftermarket instrument panel because Tamiya's solution is ingenious and leads to a very good looking end product. Instrument dial decals, printed in reverse, are applied to clear parts of clusters of dials, which are then glued to the main panel from behind.

I elected to glue the cockpit sidewalls to the fuselage halves rather than following the kit instructions of gluing them to the inner cockpit assembly for ease of access and a more unified approach towards painting, finishing and weathering. The inner cockpit parts were fully assembled, minus the instrument panel and gunsight. Mr Weathering Color Shade Brown was then applied to create depth and shadow effects and well as to bring out detail. The product is exceptional as it can be manipulated with ease and pushed around with brushes and odourless solvent and is therefore quite versatile. A final coat of VMS Satin was then applied before the final step of adding chips using a sharp Prismacolor silver pencil. Finally the instrument panel and gunsight were glued into place to complete the assembly. All that was needed were the harnesses.

I briefly tried to use HGW fabric seat belts but they weren't quite a perfect fit as I had hoped. They were designated for a Mk IX. I'm not entirely sure whether there are material differences between a Mk IX and Mk VIII in

The forward section of the cockpit tub painted and assembled, minus the instrument panel



XF-71 Cockpit Green was used as the interior green, with a little XF-15 Flat Flesh mixed in to create highlights

Interior aluminium areas were painted in LP-70 Gloss Aluminium



The pilot's seat attached to the rear section of the cockpit assembly



Front and rear cockpit sections joined and clear coated with VMS Satin varnish

that area, but after enough fussing and flailing, I ditched them in favour of the kit PE harnesses which were guaranteed to fit perfectly. I bent them into their final shapes and glued them into place, electing to paint them in situ rather than ahead of time as I feared handling and gluing would risk ruining the applied paint and touch ups would be too obvious. They were easily brush painted with Tamiya enamels in a mixture of XF-10 and XF-57.

The main inner cockpit assembly was then glued to the starboard fuselage half with Revell Contacta, as always using the port side taped into position to guide the setting of the assembly into the right place. It could have been done all together with bonding of the fuselage halves, but I felt I would lose too much control if I was juggling too many balls. Once the cockpit was set against the starboard side I went ahead and united the port fuselage half using Tamiya Extra Thin cement and masking tape to hold it together while the joints fused. After it set, I ran a bead of Mig of Ammo Black Slow Dry CA to take care of any gaps in the seams and differences in level which were expected to be minimal in a kit of this quality. This was repeated for other construction steps I was going on with at the same time, and the joints were smoothed by initially using SMS stiff sanding boards followed by Infini soft sanding sticks. Any lost panel lines were restored with a Tamiya fine craft saw and lost rivets replaced individually with a stitching awl.

LET THERE BE LIGHT

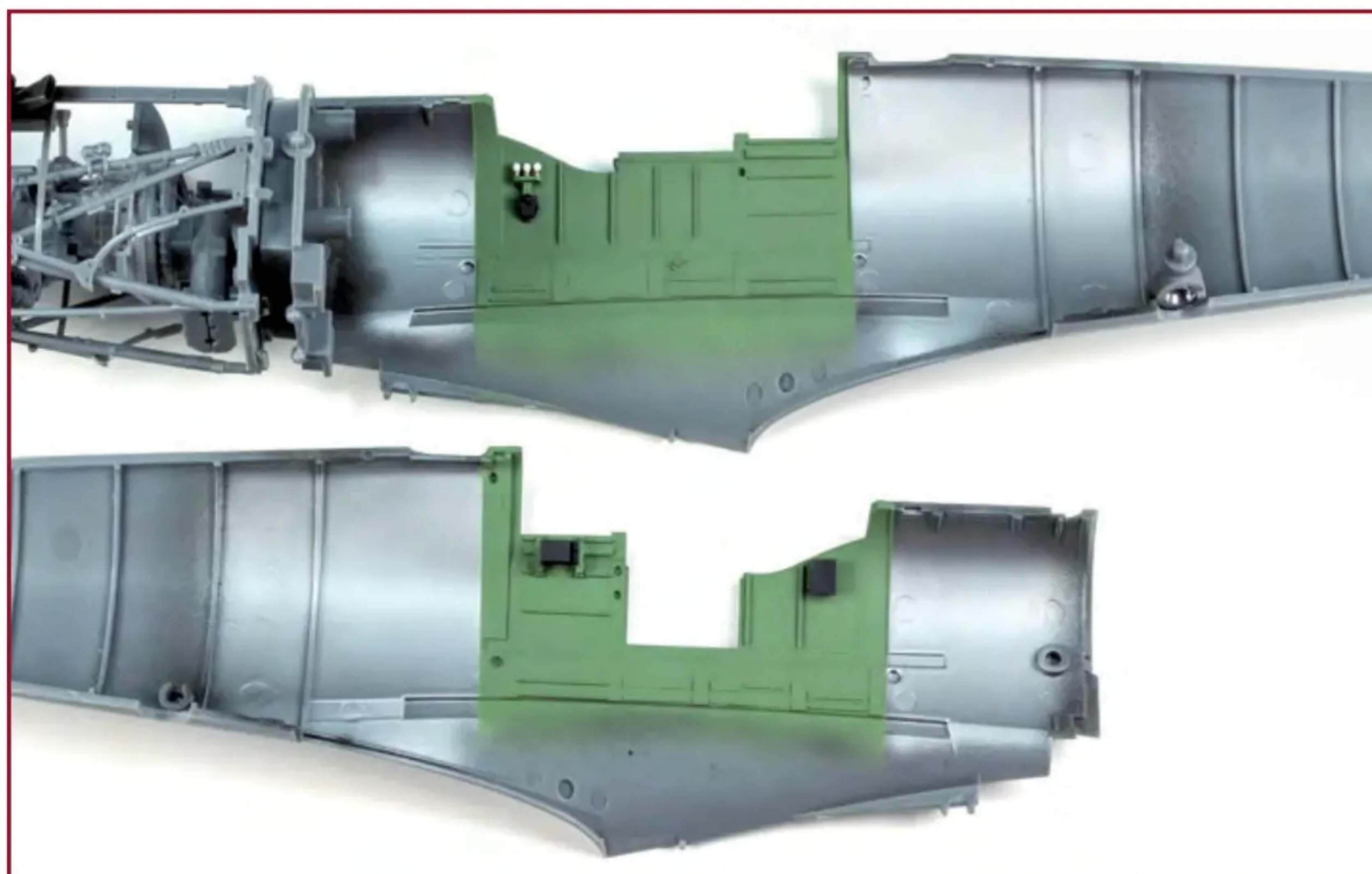
Meanwhile some light fittings were prepared. A criticism I have with the kit is that it required opening large holes under each wing tip and on the belly in the rear fuselage area. I found it very difficult to make these perfectly round to accommodate the clear part that were to fit in, so invariably there was some annoying repair work to do later to take care of the resulting gaps. The back surfaces of all three lights were painted with Molotow Liquid Chrome which remains mirror-like in protected areas such as enclosed light fittings. The clear parts were painted on their rear surfaces with X-27 Clear Red, X-26 Clear Orange and X-23 Clear Blue. This method yields convincing results as the lights seem to have the right sparkle and lack the dullness that might result from lesser chomes. When the light covers were bonded onto the fuselage belly and wing tips respectively, the clear portions were masked with circles taken from a sheet of assorted circle masks. The gaps were thin filled between lights and surrounding styrene, remembering that it was impossible to achieve a perfectly circular cut as instructed. I used light-curing dental composite resin for this purpose as it is easy to control and won't react with the styrene as I am always extra cautious around clear parts. The rims of the light covers were then painted in LP-70 and when dry, covered to the outer edge of the aluminium rims with larger circular masks in preparation for overall painting of the aircraft.

The kit comes with canopy masks which can be manually cut out by tracing lines. I instead scanned this sheet, imported the

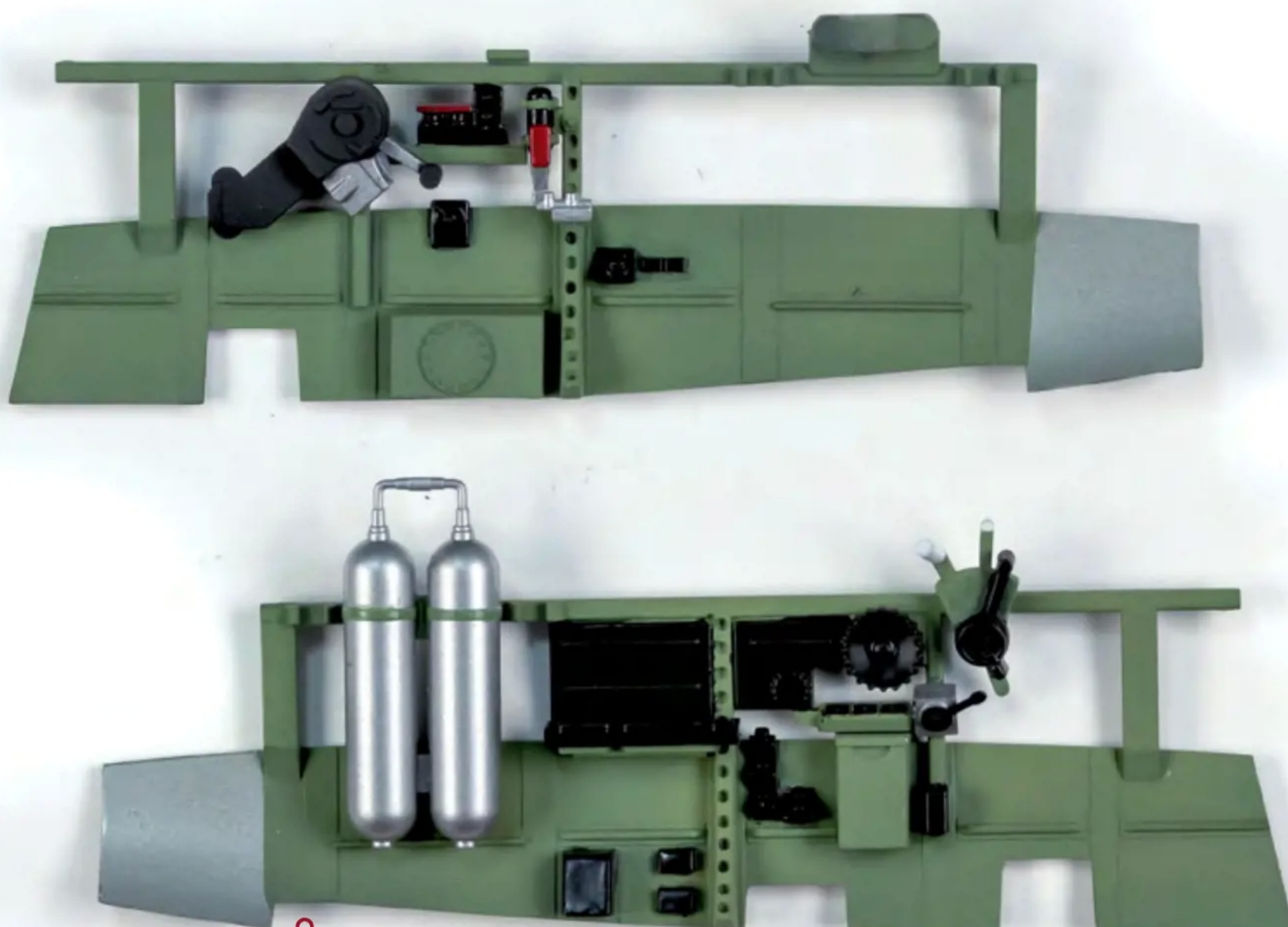


The Instrument panel painted in LP-3 Flat Black, misted with XF-85 and dry brushed with XF-20 Medium Gray. Yellow and red details painted in enamels. Decals placed behind the clear dials are very effective

The completed instrument panel as provided rivals many aftermarket examples



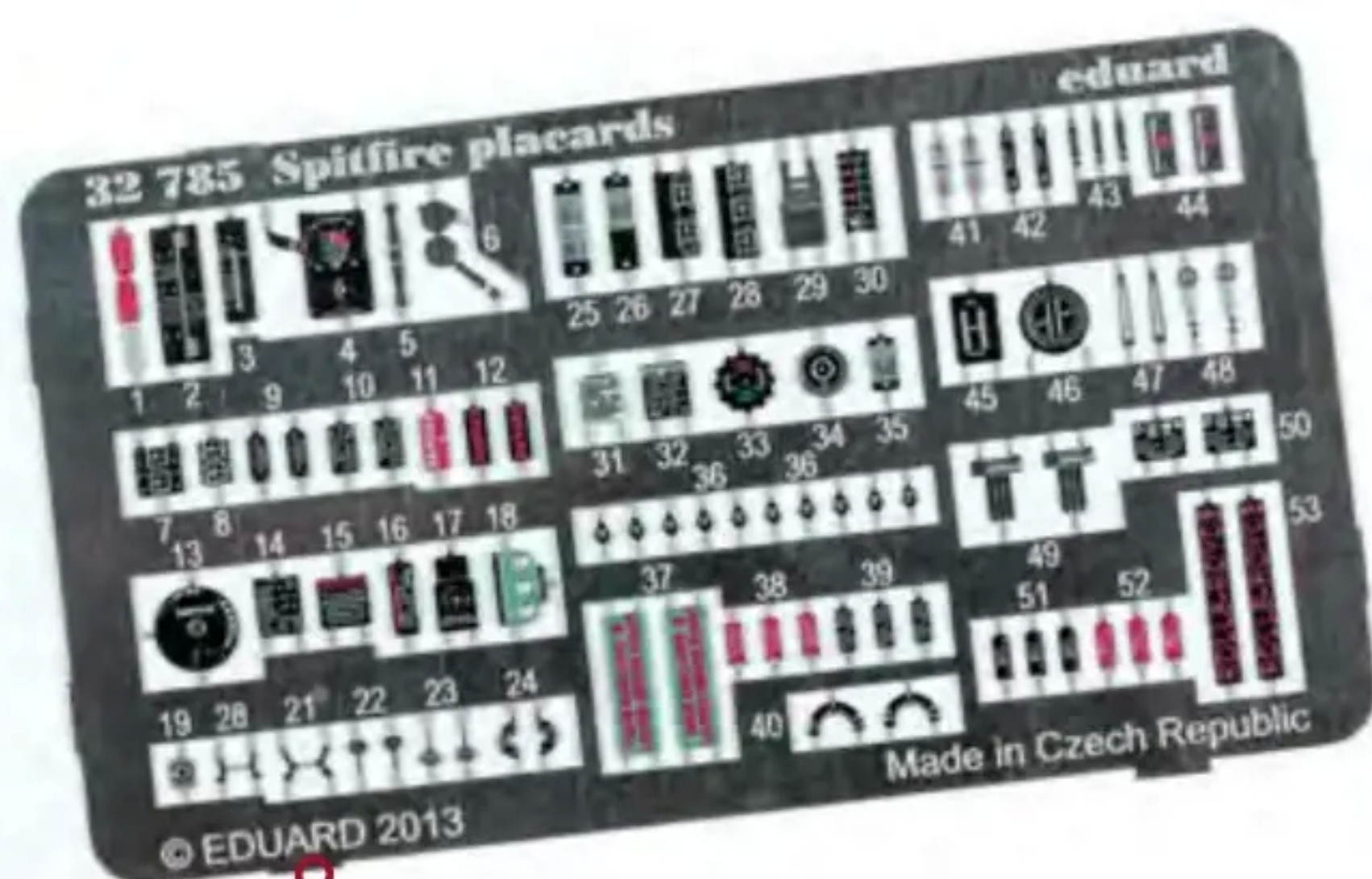
Fuselage sidewalls interiors and basic details painted



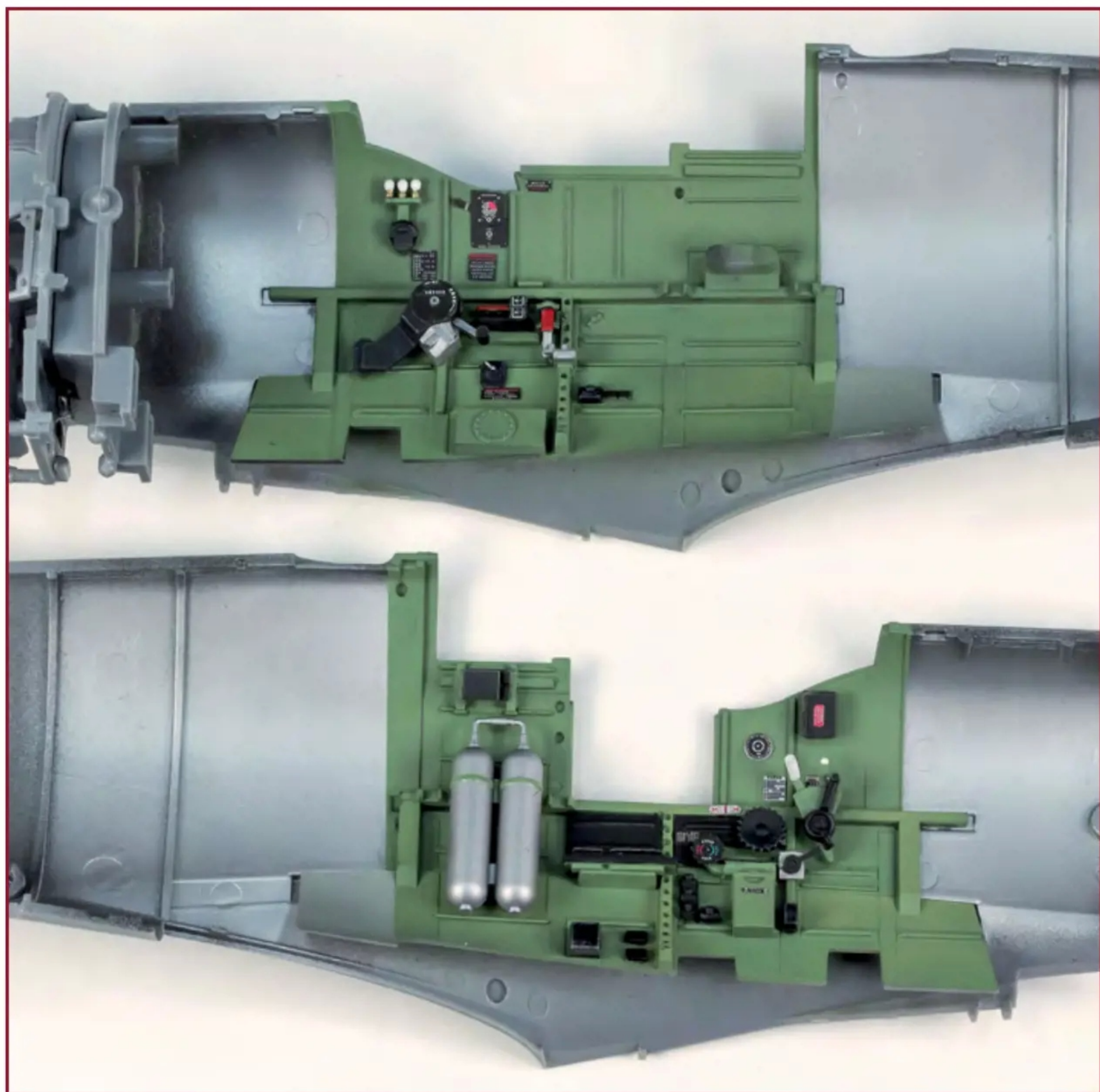
The cockpit sidewall insert panels contain much more detail, painted in a combination of airbrushed and brush painted acrylic paints and brush painted enamels

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Tamiya 1:32 Spitfire Mk VIII • Kit No. 60320



I chose to use many of Eduard's coloured PE 32785 Spitfire Placards



Adding the placards certainly dressed up the cockpit sidewalls

◀ scan to Silhouette software, automatically traced the shapes and cut masks from washi sheet with my Portrait II cutter. This gave me better results than a manual cut might have. I masked the windshield and bonded it to the airframe using Extra Thin cement. Predictably, the fit was perfect. Right after this I thought it was a good time to bond the upper cowl panel into place with Extra Thin. Despite my best attention, I realised later that it was very slightly off centre, which created significant flow on effects with the fit of the remaining cowl covers. More on this later but suffice to say never carry out critical steps late at night when you have COVID.

On the belly of the aircraft a landing light needed to be cemented then filled and smoothed. The 340 gallon drop tank which I chose to use fits half way across this light and has a notch in its rear surface to accommodate the light fitting. This notch needed to be filled to make the drop tank flush with the new surface, so I used sheet styrene and CA to make it level. At the same time various other constructions were taking place such as the landing gear bays, radiator components and all the various control surfaces. The gear bays were painted in the underside colour XF-83



Mr Weathering Color Shade Brown was ideal to add depth and highlight detail

VMS Satin varnish gives an ideal low-sheen finish



The kit PE harnesses which were pre-bent before fitting

The harnesses were glued in place along with the instrument panel

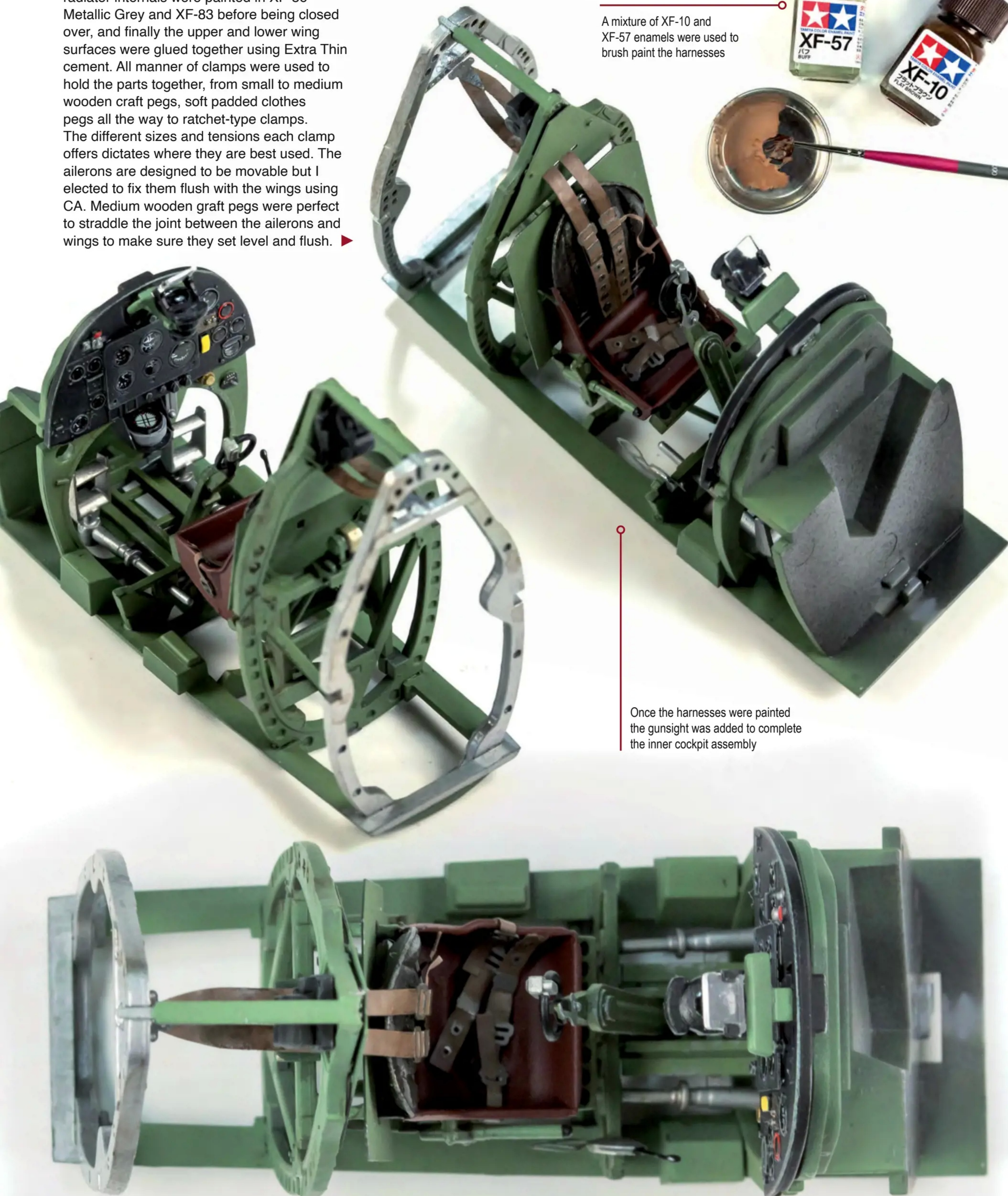


Medium Sea Gray 2 (RAF) and LP-70. The radiator internals were painted in XF-56 Metallic Grey and XF-83 before being closed over, and finally the upper and lower wing surfaces were glued together using Extra Thin cement. All manner of clamps were used to hold the parts together, from small to medium wooden craft pegs, soft padded clothes pegs all the way to ratchet-type clamps. The different sizes and tensions each clamp offers dictates where they are best used. The ailerons are designed to be movable but I elected to fix them flush with the wings using CA. Medium wooden graft pegs were perfect to straddle the joint between the ailerons and wings to make sure they set level and flush. ►

A mixture of XF-10 and XF-57 enamels were used to brush paint the harnesses

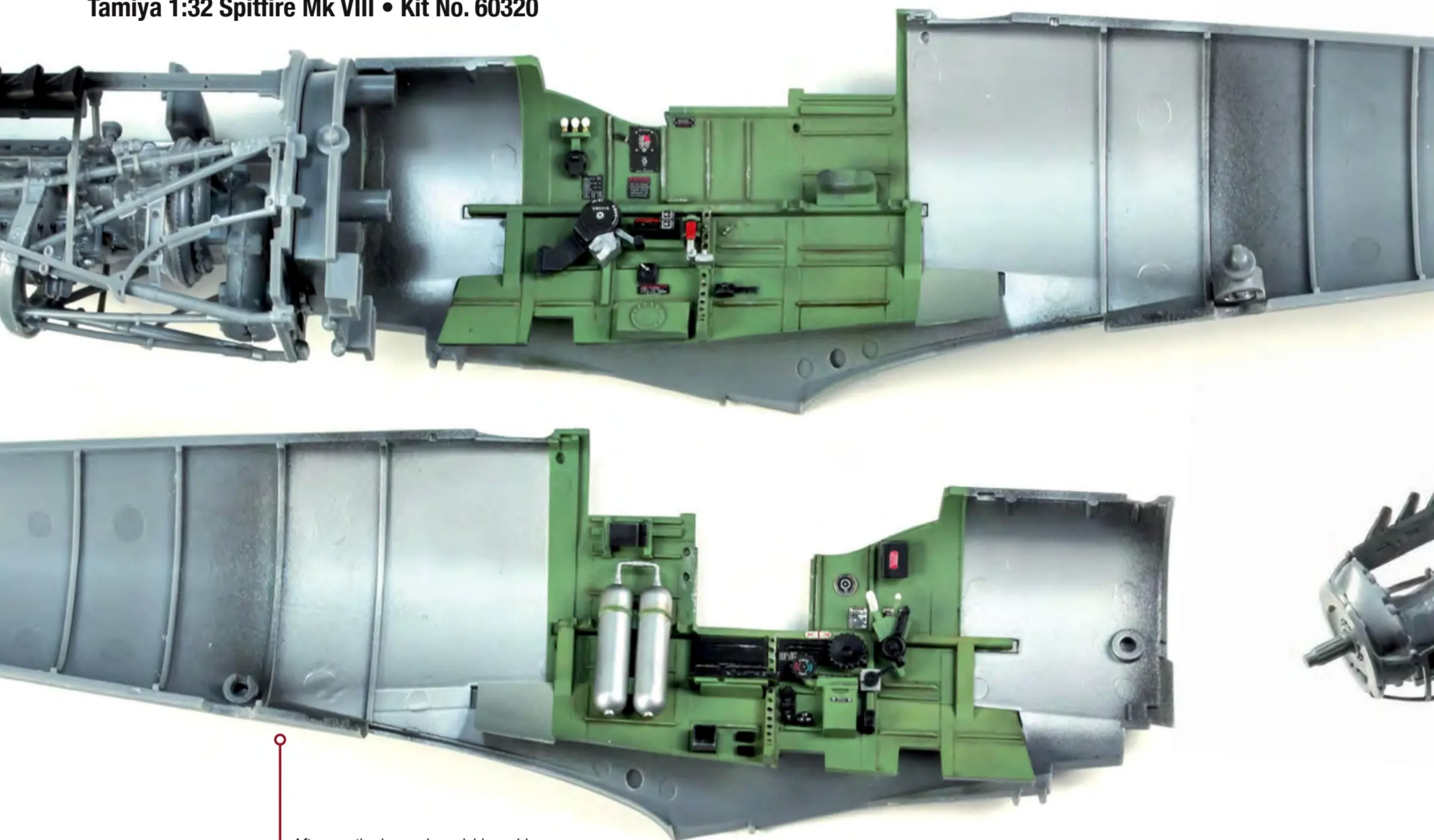


Once the harnesses were painted the gunsight was added to complete the inner cockpit assembly



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After weathering and varnishing, chips were added using a sharp Prismacolor silver pencil



The cockpit assembly was securely glued to the starboard fuselage side, using the opposite side taped into position to make sure the placement was perfect

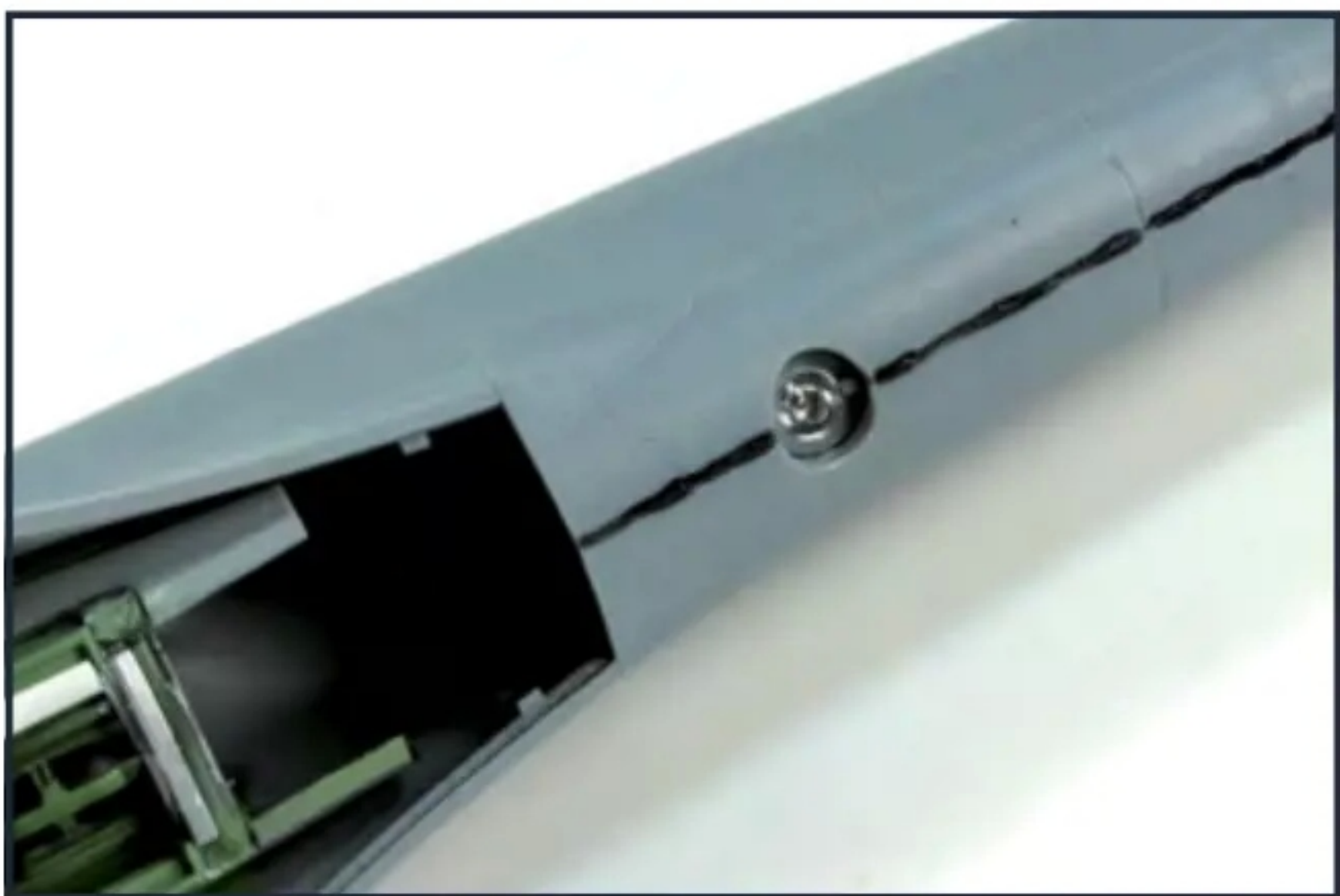


The port side of the fuselage was bonded into place, and a bead of black CA was run along the seams to take care of any imperfections

Mig of Ammo slow dry black CA is ideal for seams, in this case the horizontal stabilisers



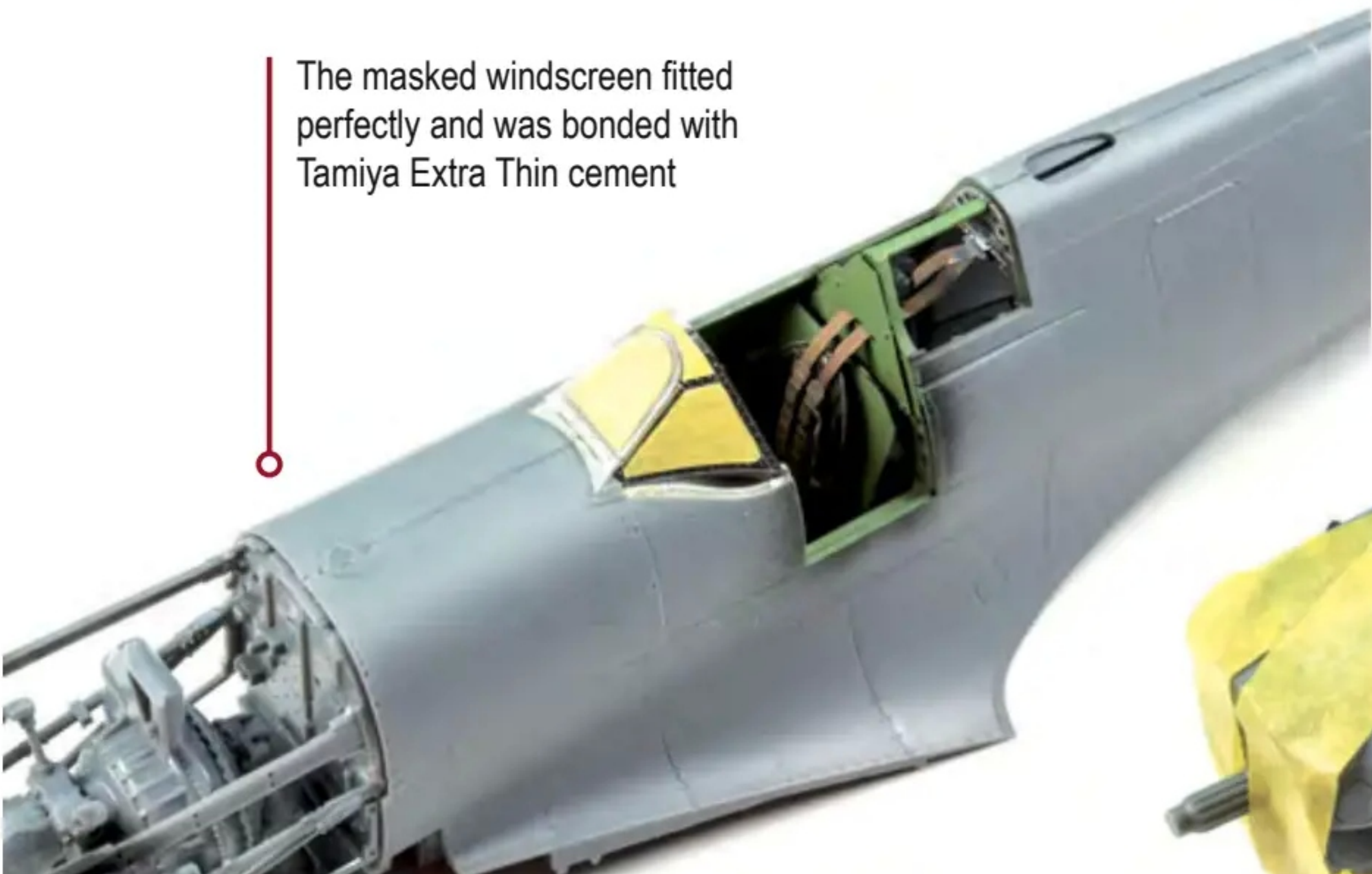
SMS hard sanding sticks followed by Infini soft sanding sticks are an ideal combination to sand back seams treated with black CA



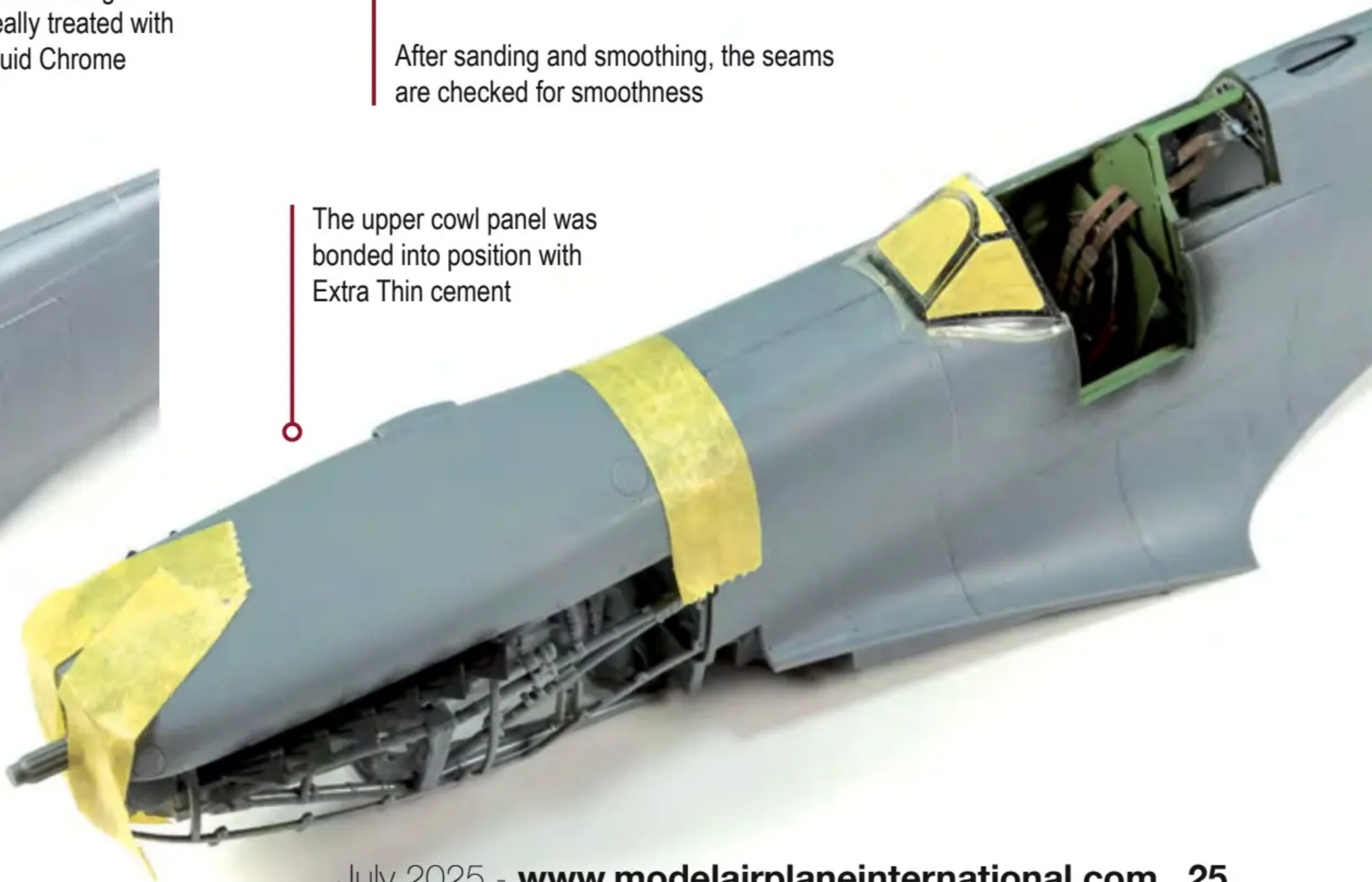
The back surface of light fittings is ideally treated with Molotow Liquid Chrome



After sanding and smoothing, the seams are checked for smoothness



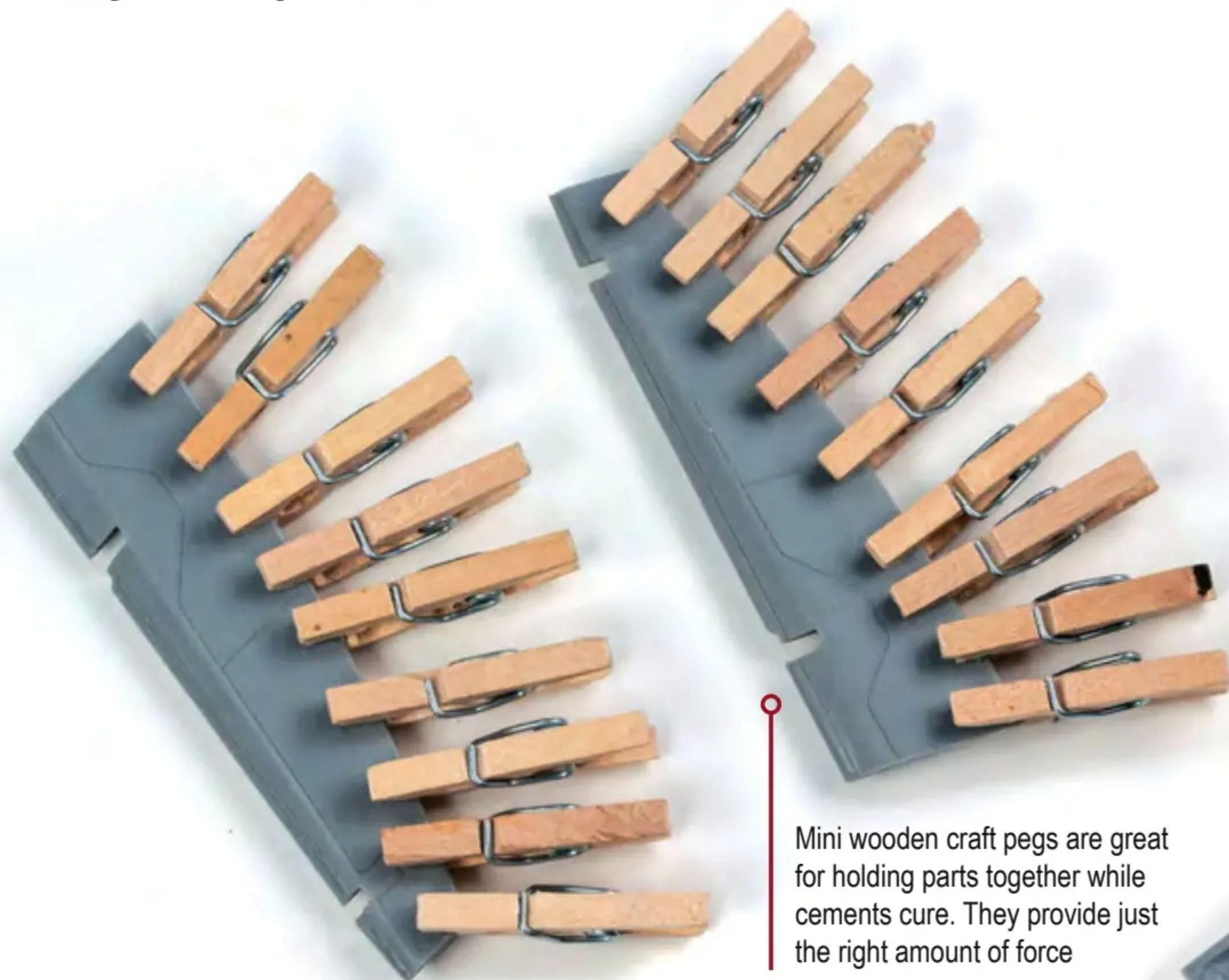
The masked windscreen fitted perfectly and was bonded with Tamiya Extra Thin cement



The upper cowl panel was bonded into position with Extra Thin cement

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Tamiya 1:32 Spitfire Mk VIII • Kit No. 60320



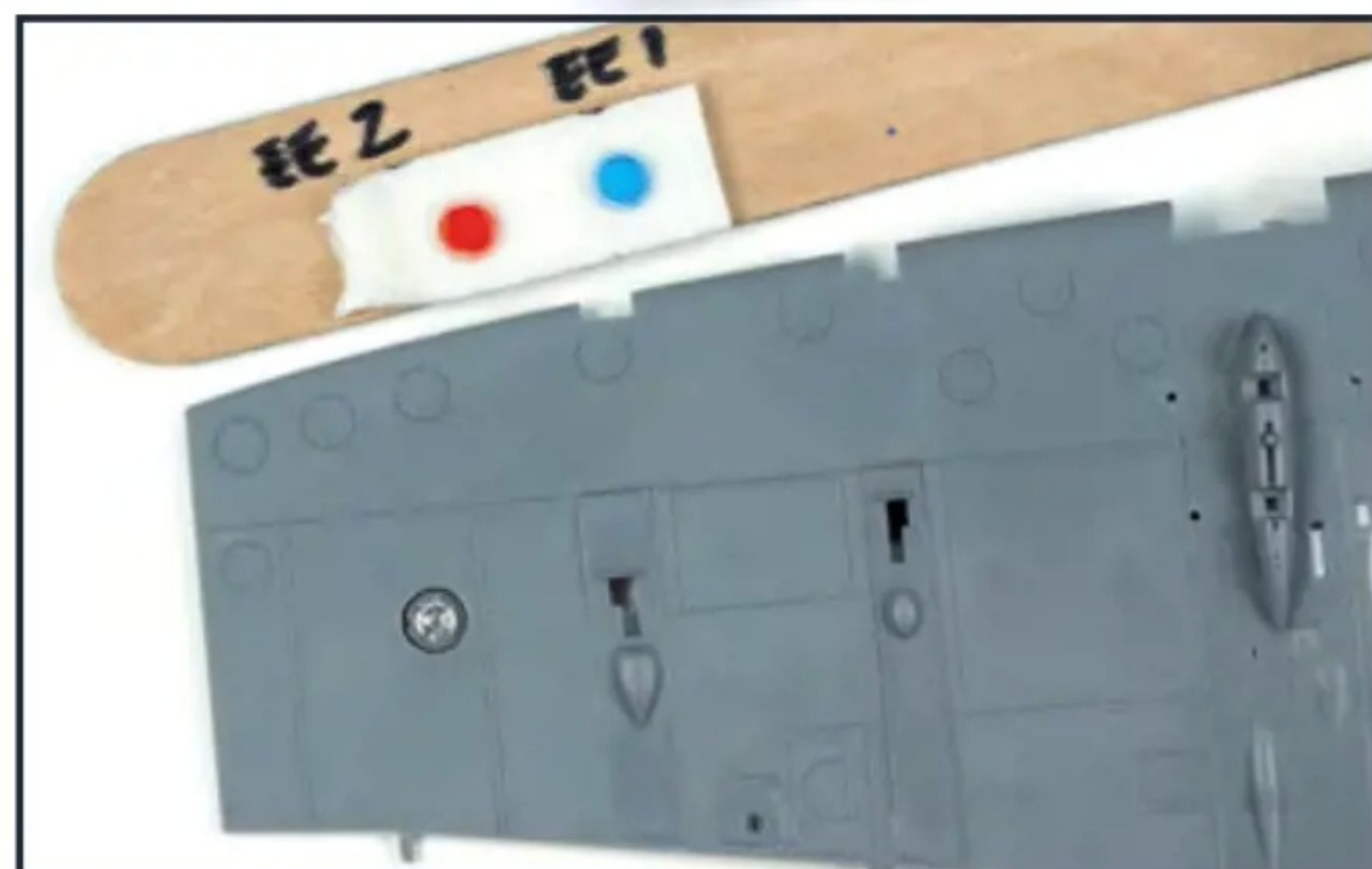
Mini wooden craft pegs are great for holding parts together while cements cure. They provide just the right amount of force



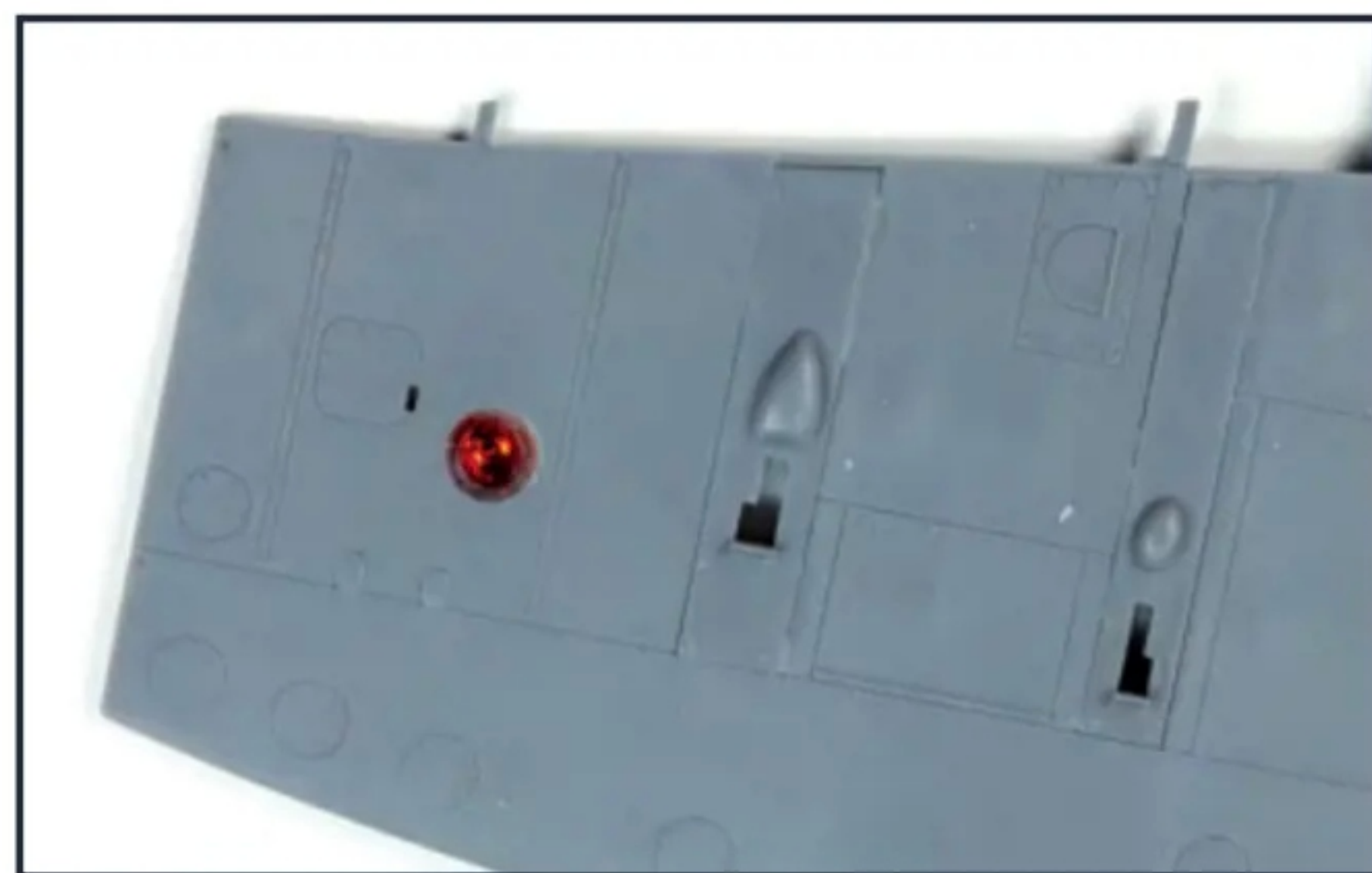
After the belly light was removed as instructed, there was a gap under the 30 gallon drop tank



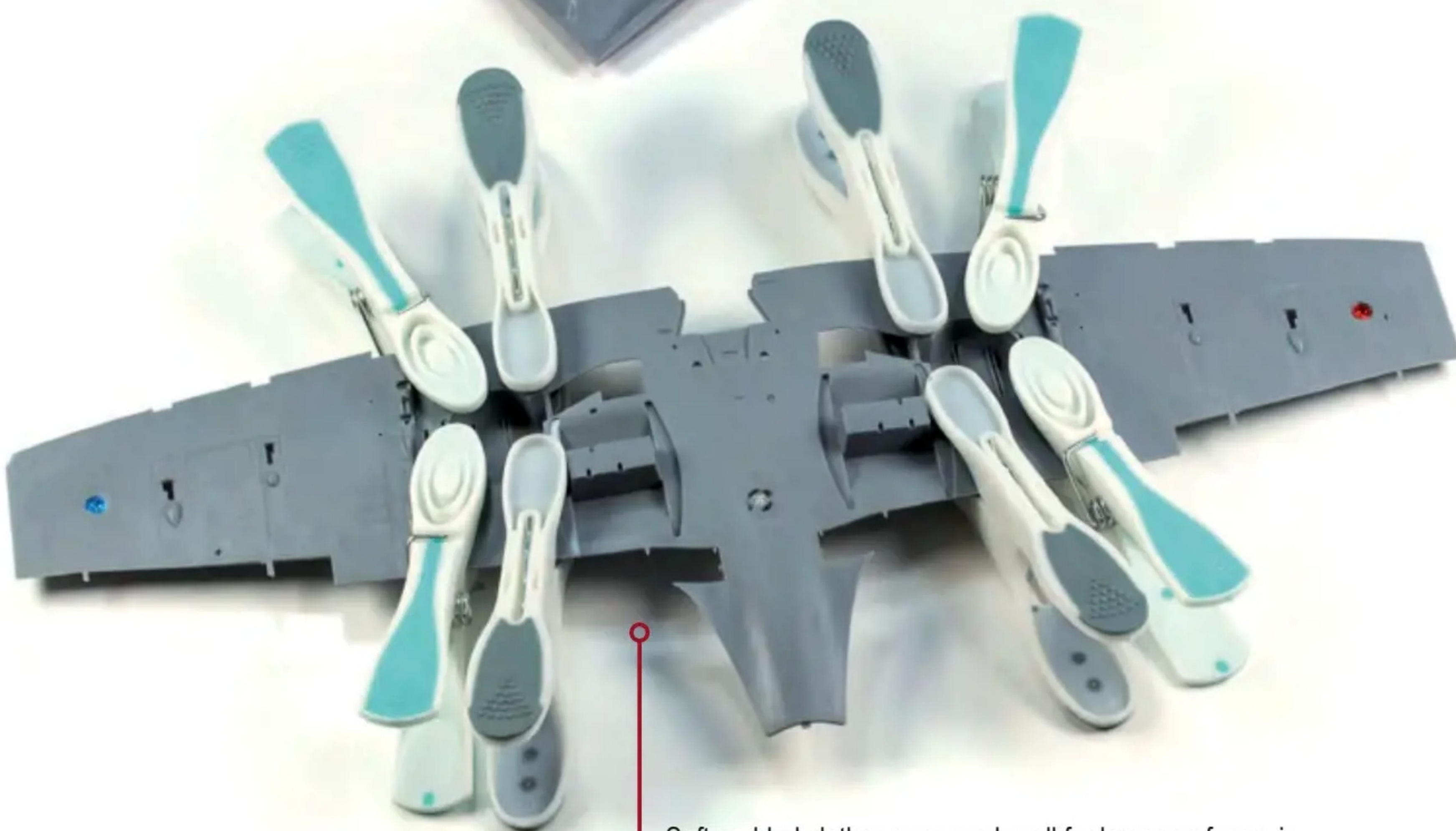
Some sheet styrene and thick CA was used to fill the gap and return to a flush fit



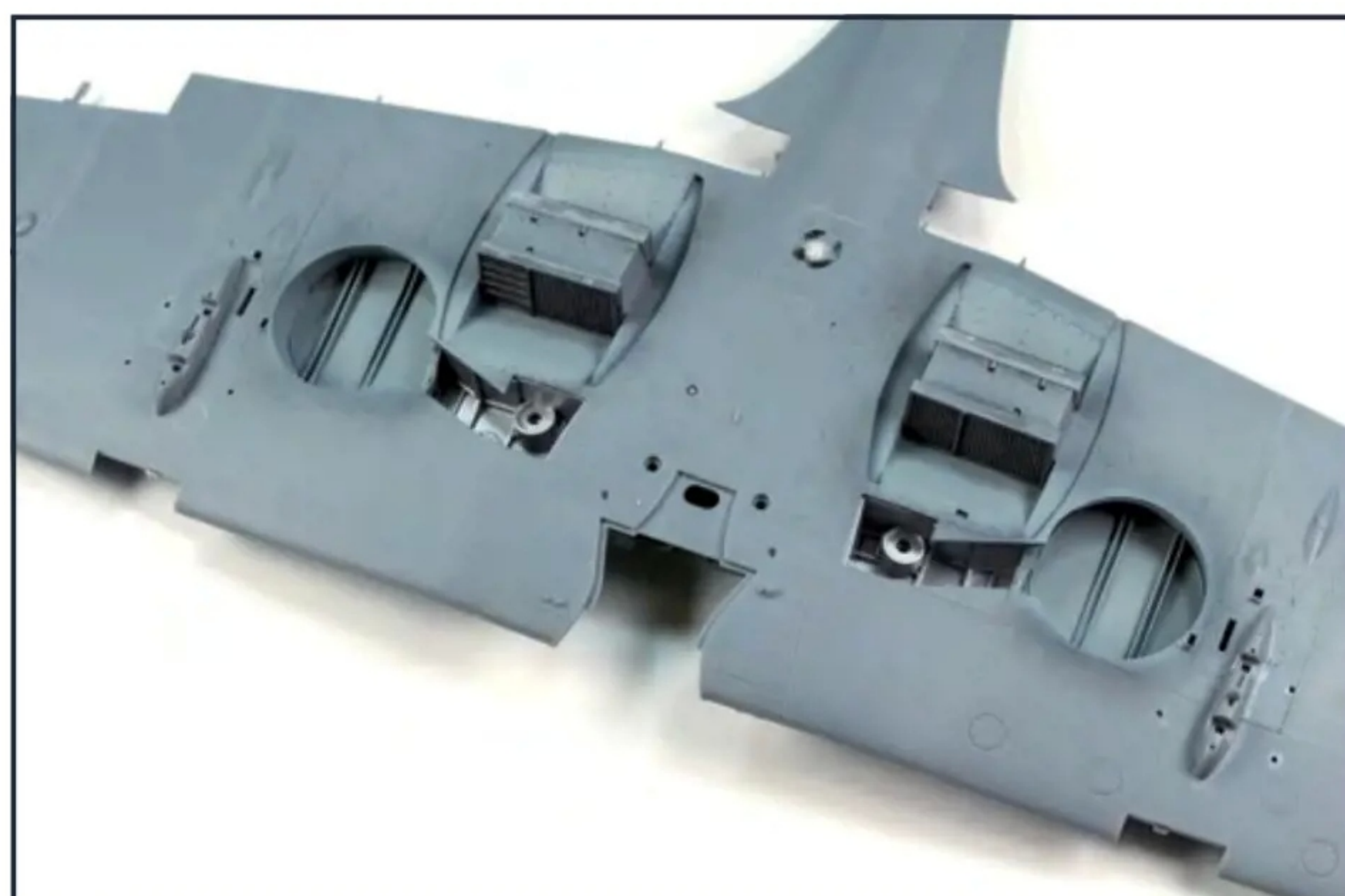
The underwing navigation lights were painted with clear colours on their undersurfaces. The light backings were painted with Molotow Liquid Chrome



The chrome backing shines nicely through the coloured clear parts



Soft padded clothes pegs work well for larger surfaces, in this case ensuring the wheel wells were securely bonded to the lower surfaces of the wings as they set into position

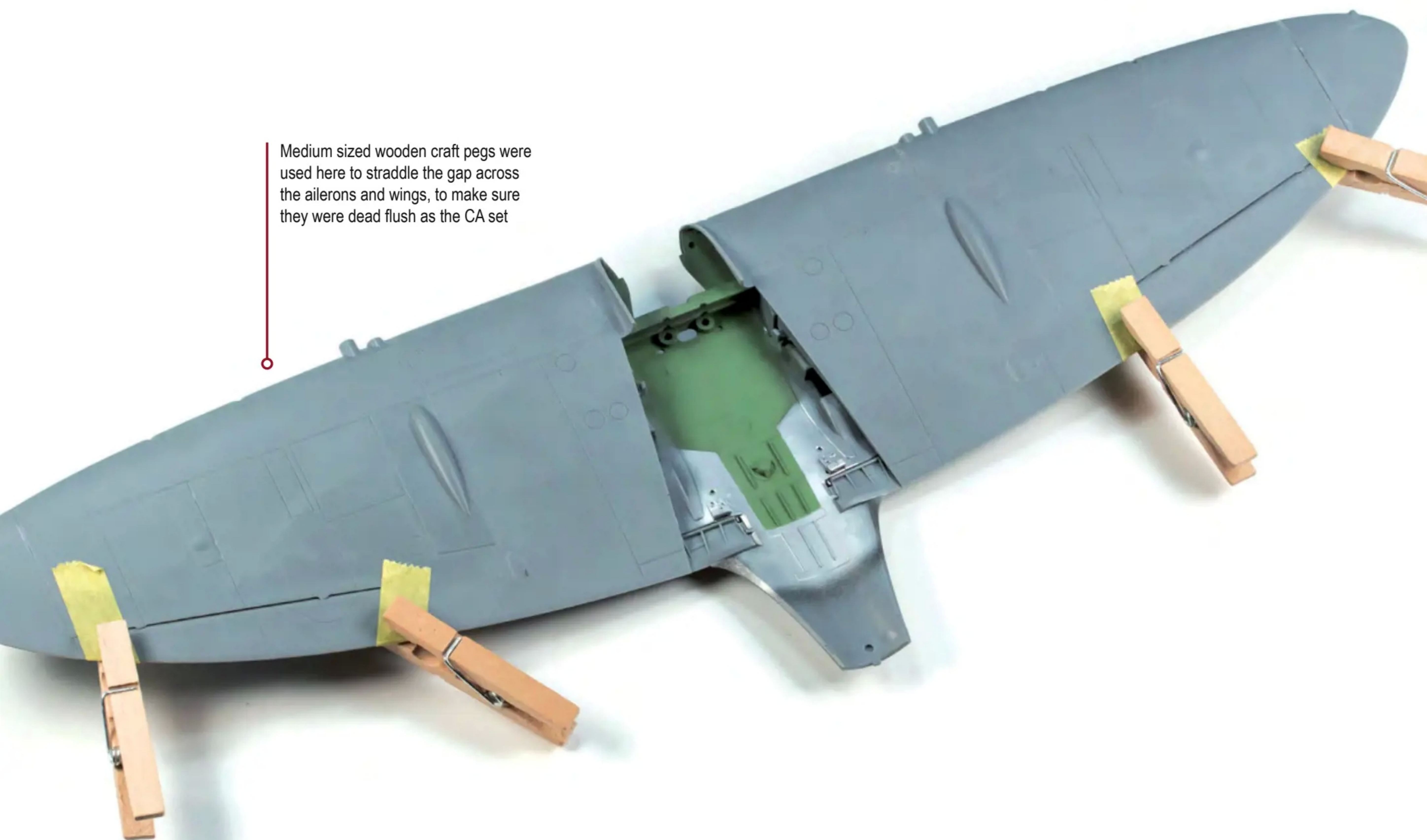


The wheel wells and radiator interiors were fully painted in advance



All manner of clamps are useful for different situations. When bonding the upper and lower wing surfaces together, the rear portions needed extra help to make sure no gaps opened up before the glue was set

Medium sized wooden craft pegs were used here to straddle the gap across the ailerons and wings, to make sure they were dead flush as the CA set



◀ WINGS 'N THINGS

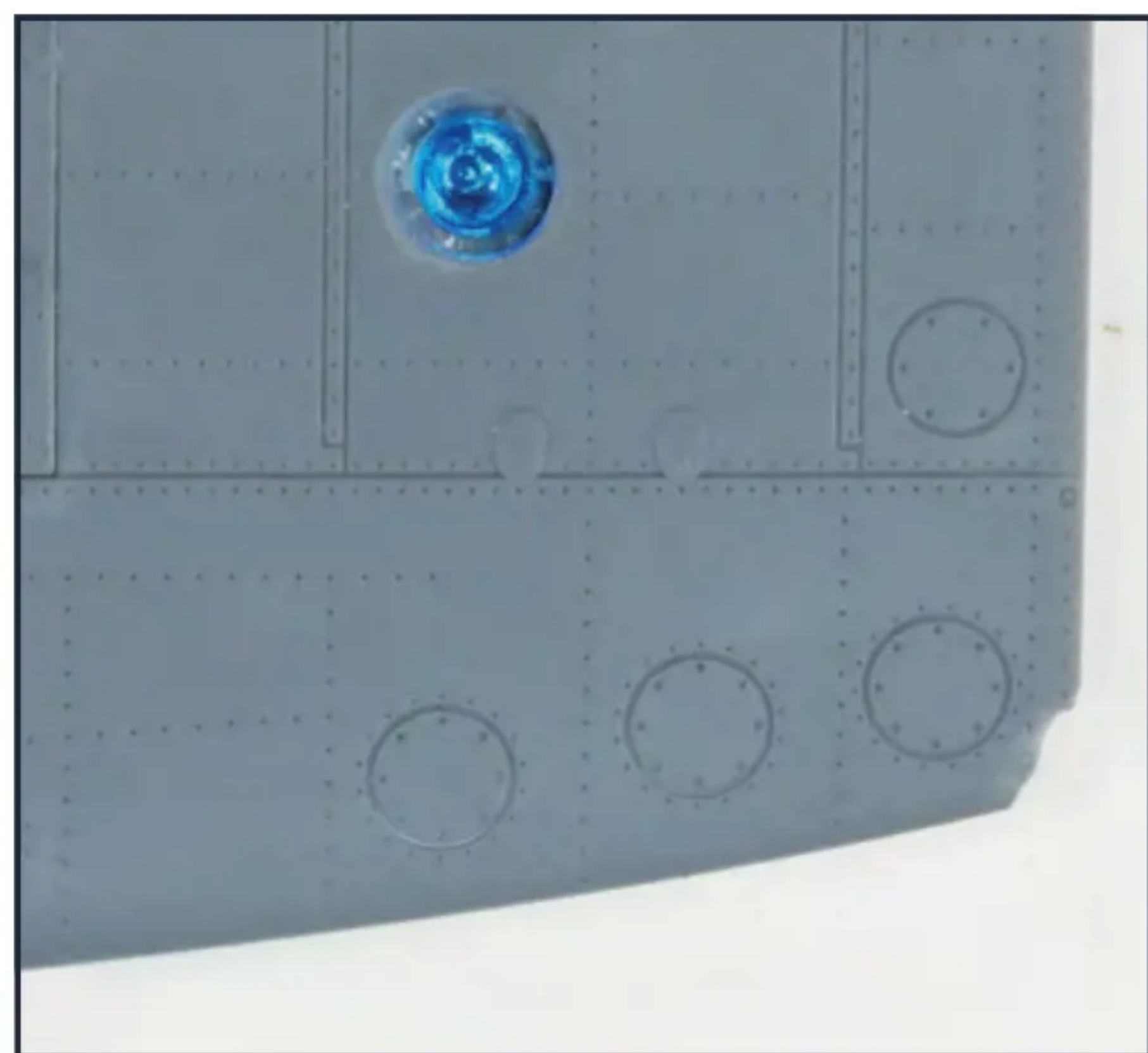
Once the wing tips were bonded, I set about making a planned repair following some earlier damage. Having dropped the main lower wing portion, the corner chipped away. I needed to wait until the wing halves were united and the tips cemented into place before doing the repair otherwise it would have been impossible to fit the parts later and blend the result. I chose to use VMS CA Glue Filler mixed with VMS Flexy 5K CA which creates a mouldable paste which sets hard, bonds securely and can be polished smooth. The area was overbuilt, allowed to cure then filed back before finishing with the range Infini soft sanding sticks. Mr Surfacer 1500 was airbrushed over the area to check the result, and after a couple of revisions the panel line was redefined with a Tamiya fine craft saw and the rivets were reinstated one by one with a stitching awl.

The wing assembly was then united to the fuselage using Revell Contacta on internal mating surfaces and Tamiya Extra Thin externally. The perfection of the fit around the wing roots is hard to explain and never loses it's appeal. The lower cowl, which fits against the wing assembly, was then cemented with Extra Thin and allowed to dry. It was at this stage that I realised the upper cowl cover was cemented very slightly off to the port side. The result was that the starboard side panel was a tight fit which needed a little adjustment, and the port side cowl cover had a slightly gappy fit. There is quite simply no margin for error in this section of the build. The solution for the port side was to position the side cowl cover snugly against the upper portion, and find the

appropriate thickness of sheet styrene to fill the resulting gap along the lower edge of the cowl panel. A strip of the sheet styrene was then cut and bonded along the lower edge of the side panel with CA and put aside to set securely. Finally, the excess styrene was cut away, filed and sanded so the appearance was a thin white line along the edge of the grey plastic side cowl panel. Similar repairs were

done on the upper curved section as it wraps around the front edge of the wing, until the cowl panel was completely gap-free. Once the fit was verified, both starboard and port side cowl covers were bonded, with Extra Thin. Once primed to check the fit, some details were tidied up such as redefining of panel lines and rivets until in the end, the repair was completely indiscernible. ▶

At some stage I must have dropped this wing piece, which chipped the corner on the lower right. I needed to wait until the wing was assembled before attempting the repair

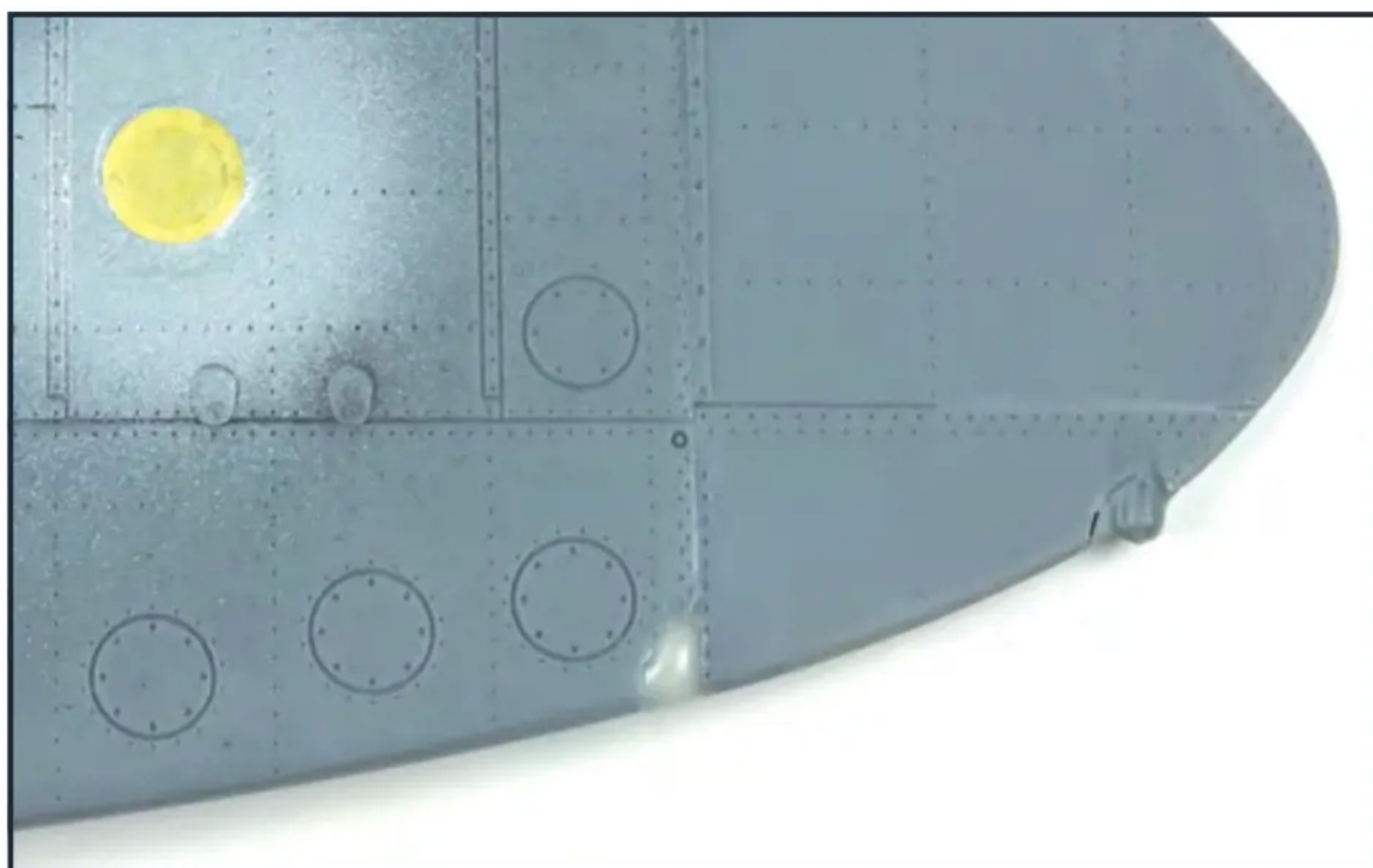


I chose to use VMS CA Glue Filler mixed with their Flexy 5K CA to repair the defect



FEATURE ARTICLE

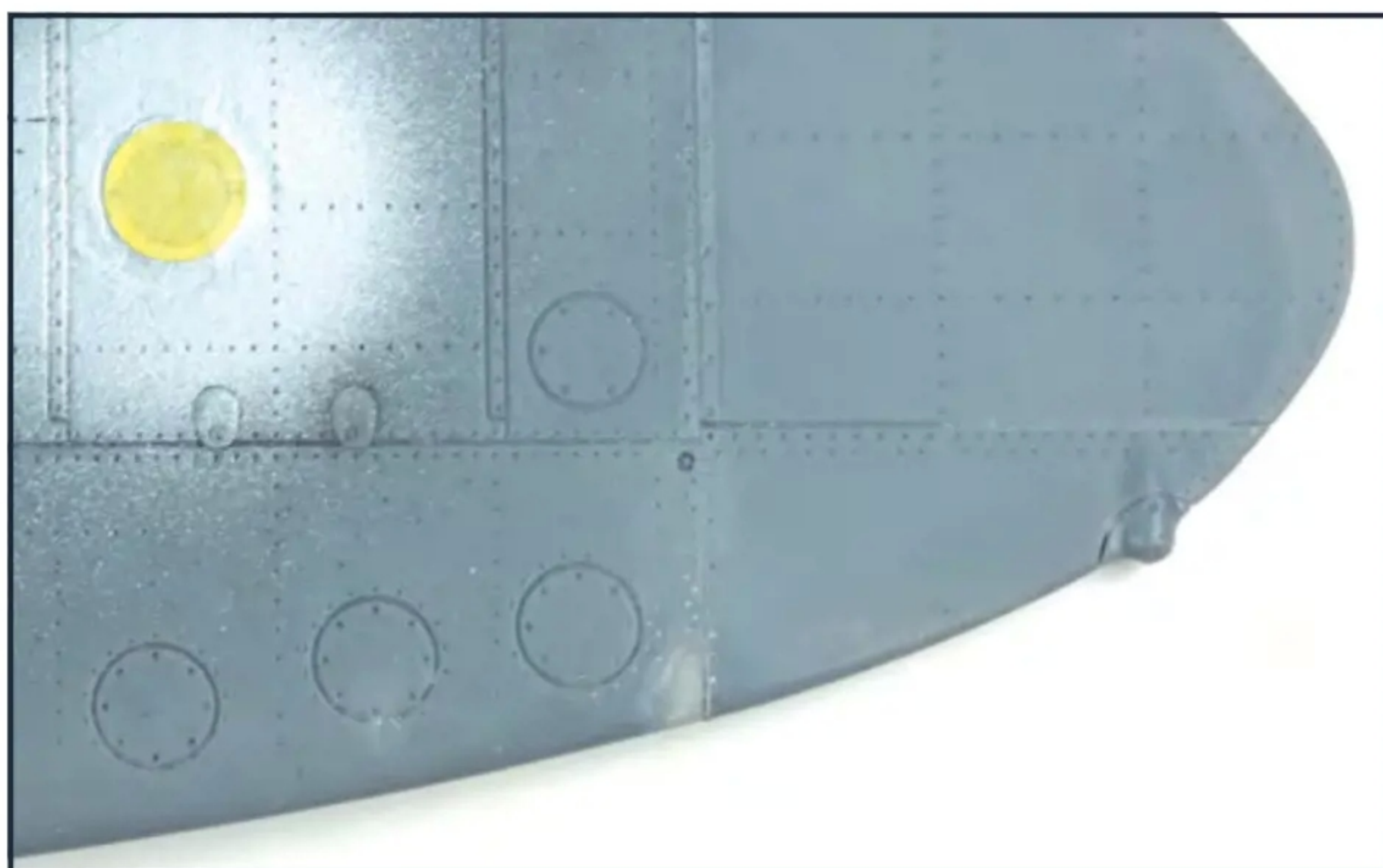
Tamiya 1:32 Spitfire Mk VIII • Kit No. 60320



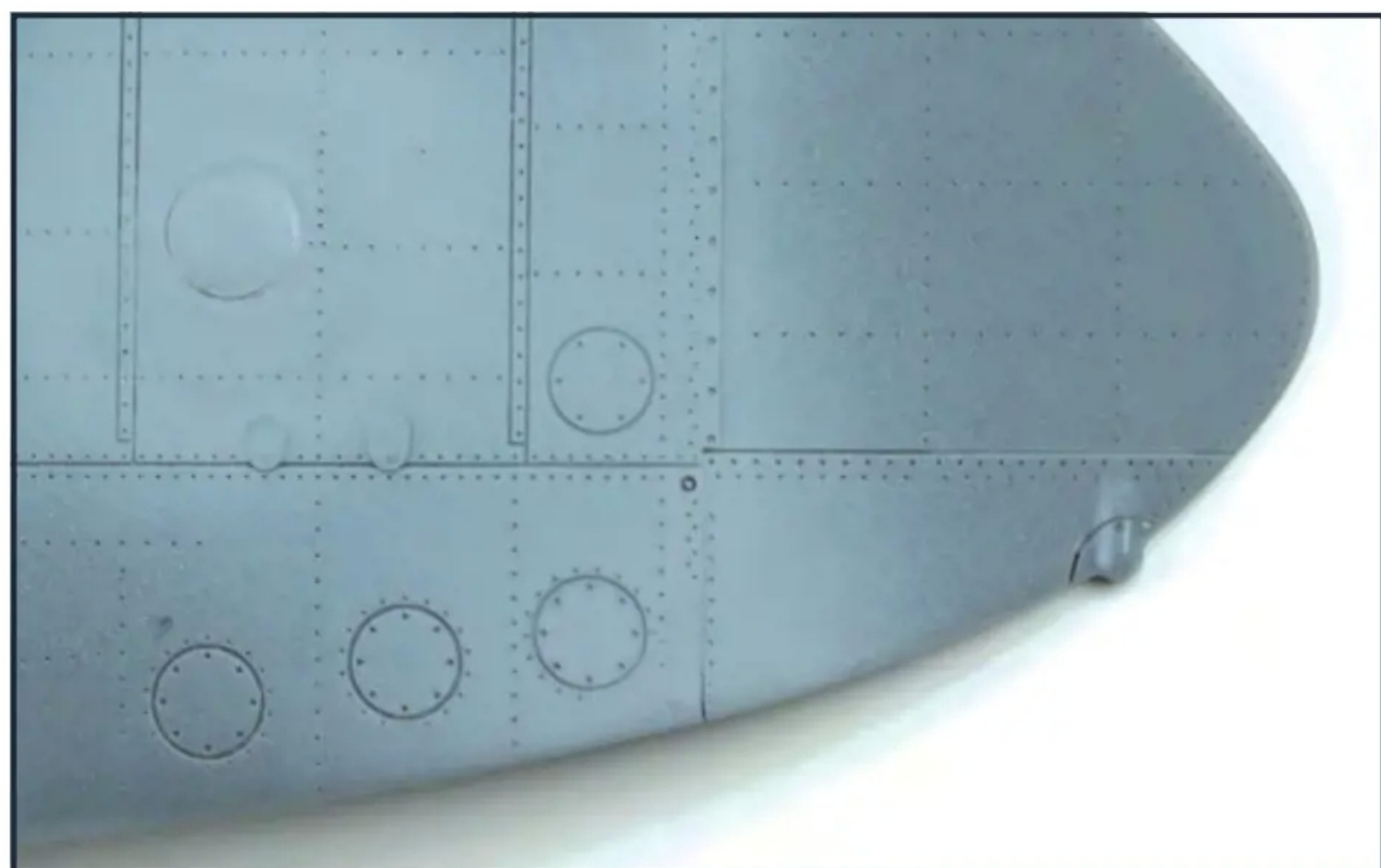
The defect was slightly overfilled with the mixed material



After initial filing, Infiniti soft sanding sticks through their entire range were used to smooth the repair



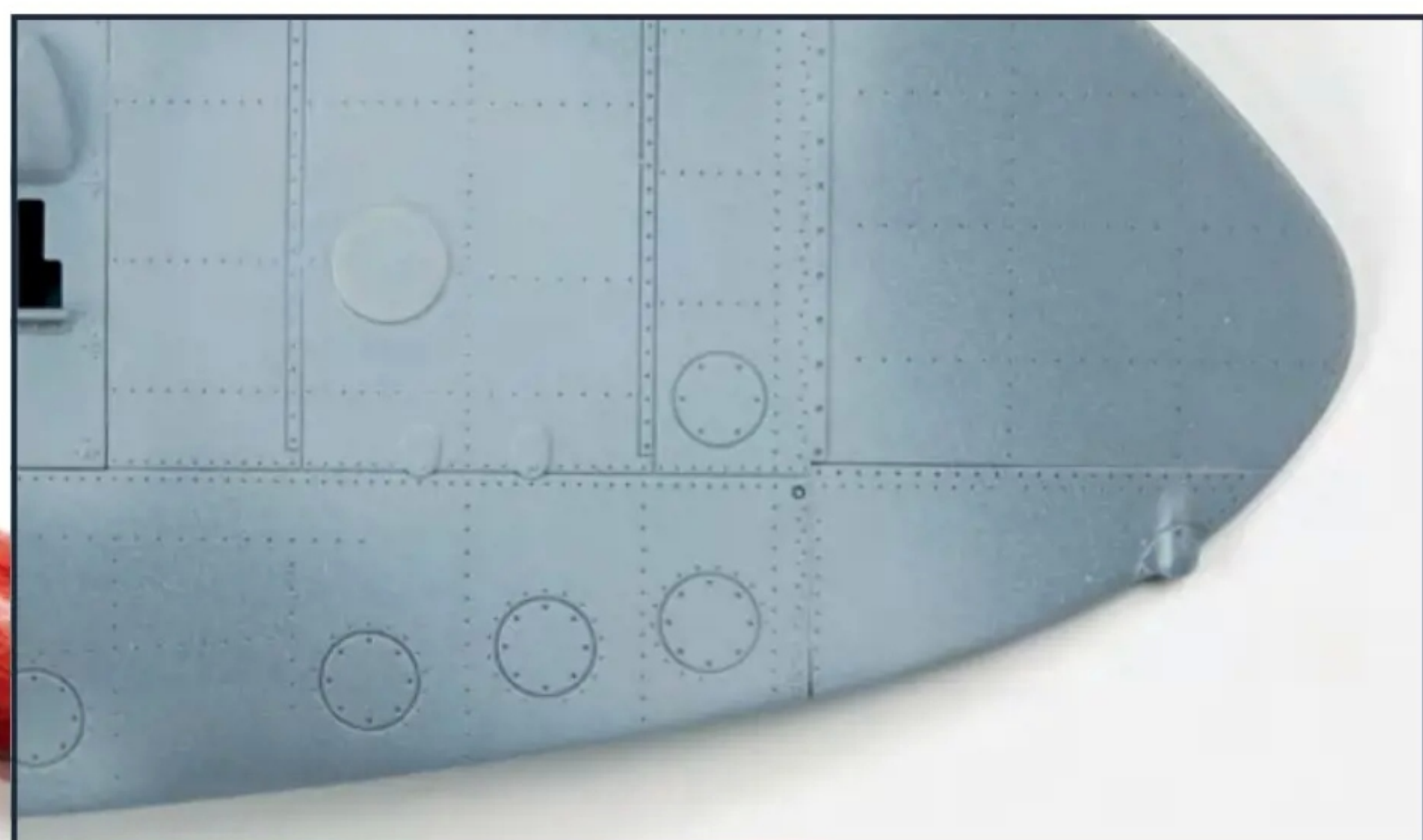
The initial defect repair with the panel line redefined with a Tamiya fine craft saw



The area was sprayed with Mr Surfacers 1500 grey to check the repair



This stitching awl is an old tool and ideal for poking out new rivet holes



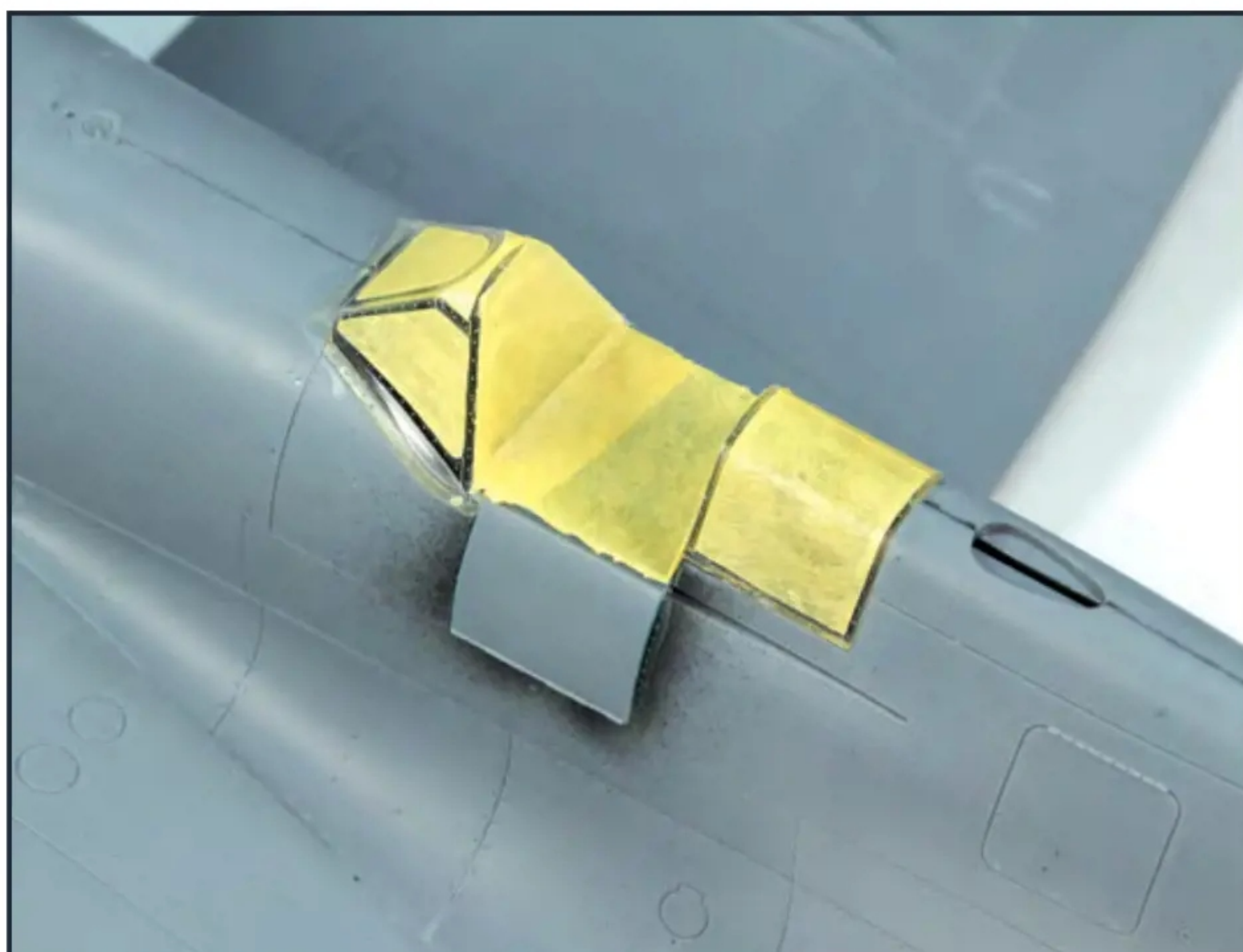
The completed repair with rivets and final check layer of Mr Surfacers 1500



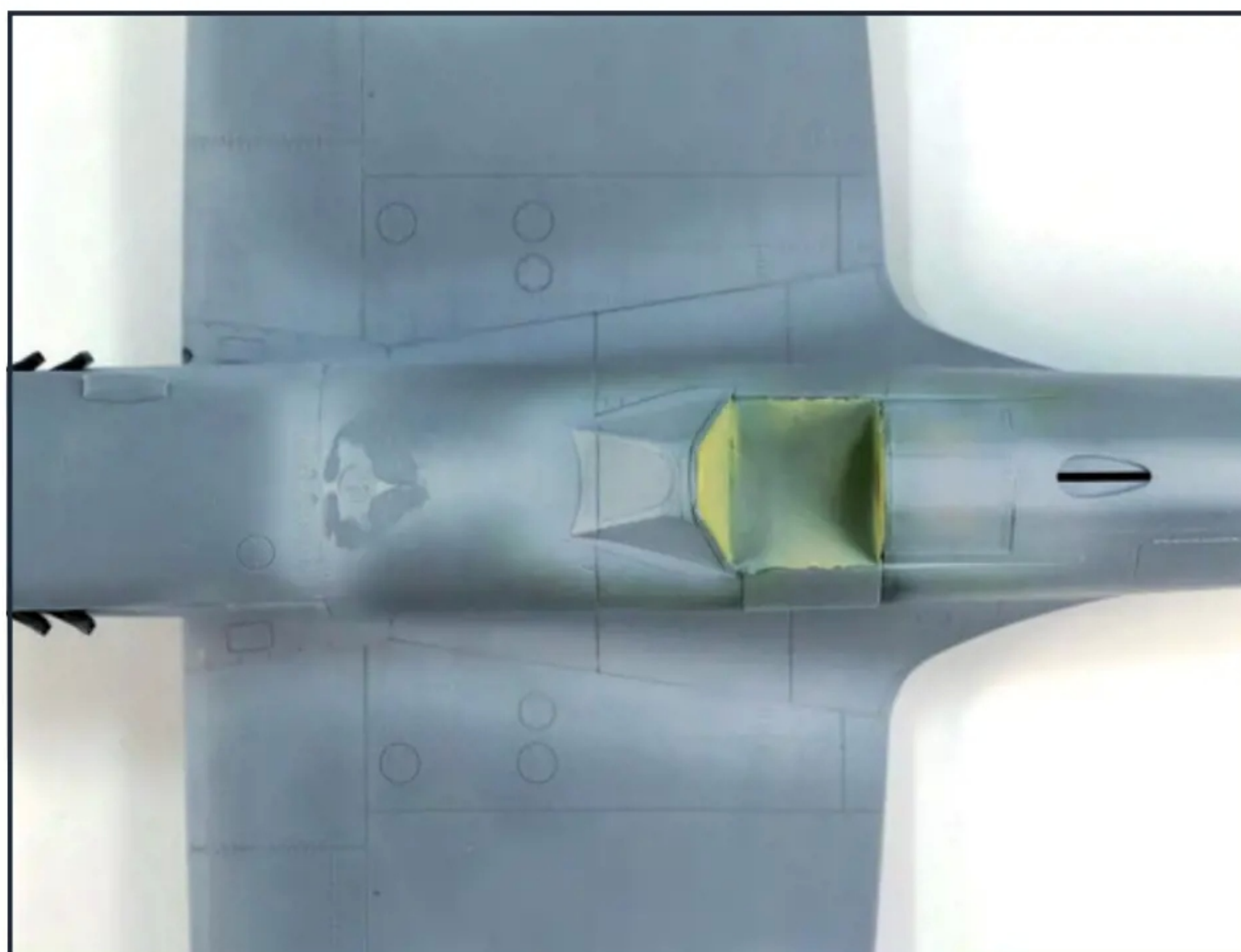
The port side cowlings were a tight fit due to a slightly mispositioned upper cowl panel



The starboard side cowling covers were slightly deficient. The problem was solved by using CA to bond styrene sheet to span the gap, then trimming and smoothing flush



The kit cockpit door was bonded into place with Mr Masking Sol Neo to act as a mask. After the masked rear canopy piece was bonded with Extra Thin cement, the remainder of the cockpit was closed with masking tape

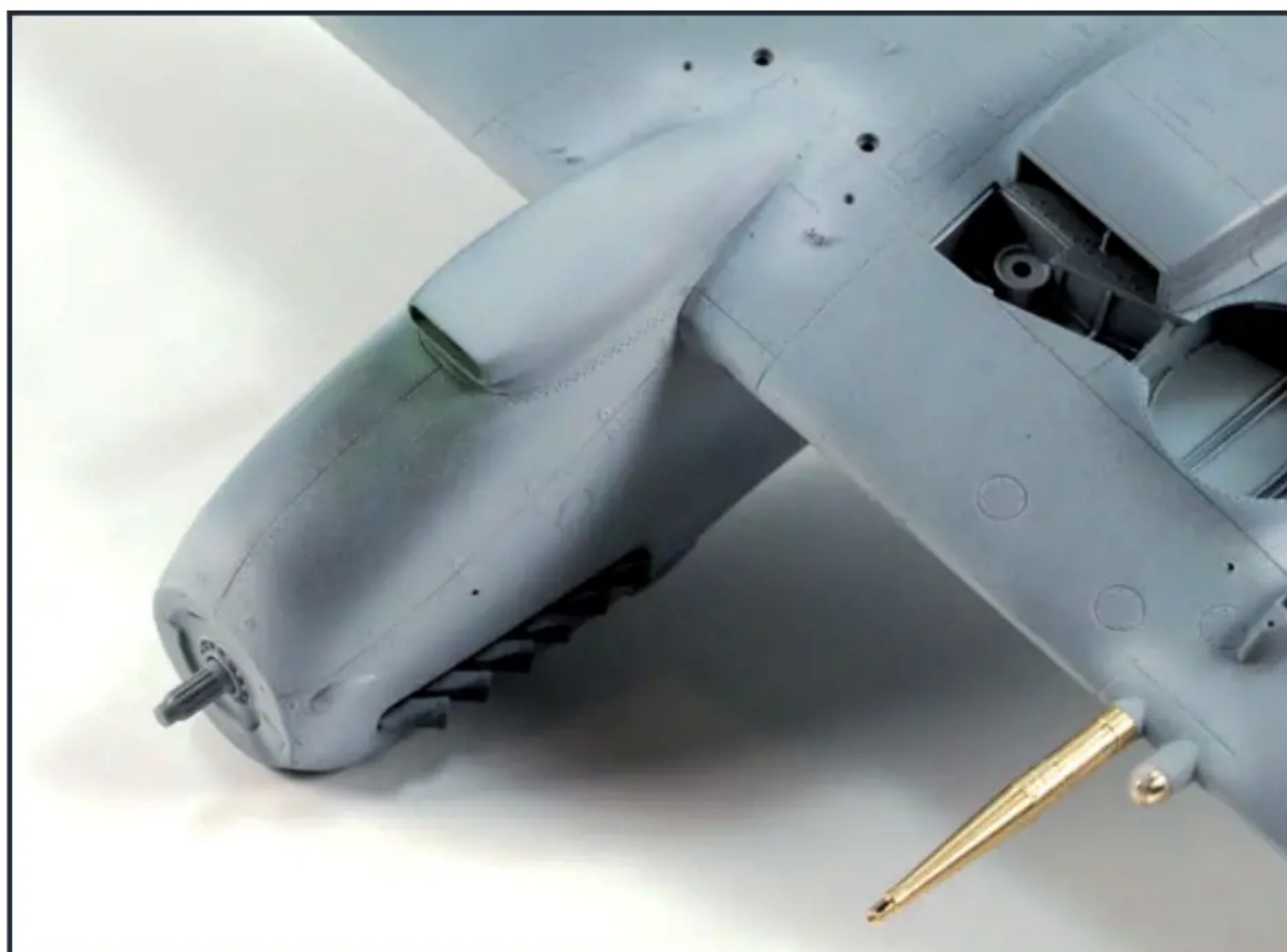


Mr Surfacer 1500 grey was used throughout the airframe to check the seams and joints. Repairs were carried out as needed before the process was repeated until the desired results were achieved



Master Model brass Hispano 20mm cannons Am-32-016 are an excellent replacement for the kit parts

The brass cannons fitted perfectly and were glued into place with CA



Mr Surfacer 1500 verified a completely undetectable result of the styrene cowling cover repairs



FEATURE ARTICLE

Tamiya 1:32 Spitfire Mk VIII • Kit No. 60320



While body work was being done, some peripheral items were done, such as the propeller hub and spinner



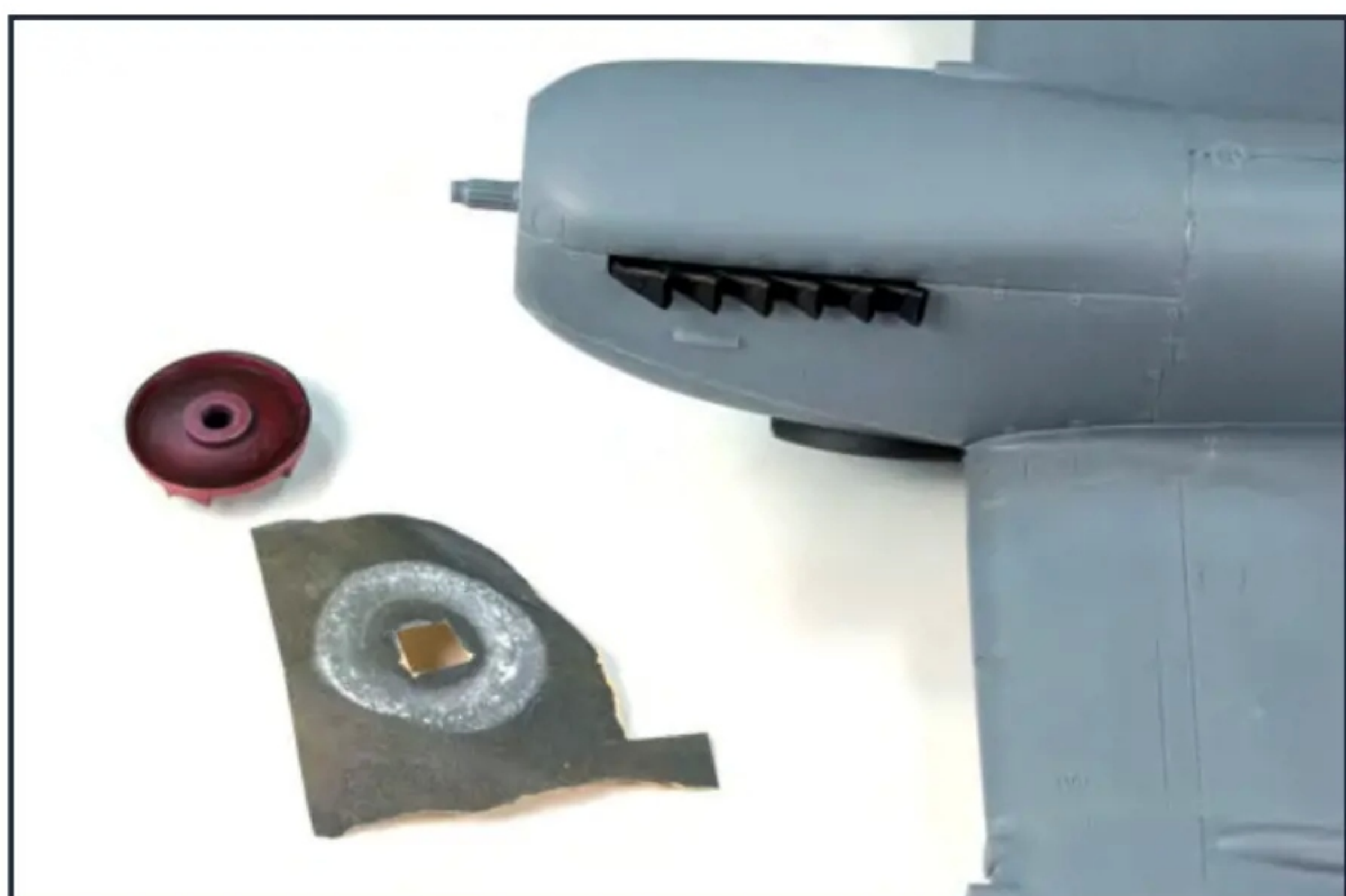
Mr Color C327 Red FS11136 was chosen for the spinner due to its deep colour and lack of overt brightness

◀ Around the cockpit opening, the rear fixed canopy portion was masked and bonded onto the fuselage with Extra Thin. The kit's cockpit door was used to mask the side area by being bonded in with Mr Masking Sol Neo which provides retention and a good seal but is easily removed at the end. Finally Tamiya tape was used to close the rest of the cockpit opening. Mr Surfacer 1500 grey was then used across the entire airframe at areas where parts fit together to check for flush levels, make sure panel lines and rivets are intact and there are no seams, gaps or areas of surface roughness. At this point I added brass Hispano 20mm canon fittings from Master Model, item AM-32-016, using CA as the adhesive. These are much more crisp than the kit parts and definitely worthwhile.

Meanwhile I had been working on other parts in between steps including the propeller, spinner and the tail wheel assembly, which I went ahead and permanently glued since I had no plans to convert it to in-flight as the kit allows. ■

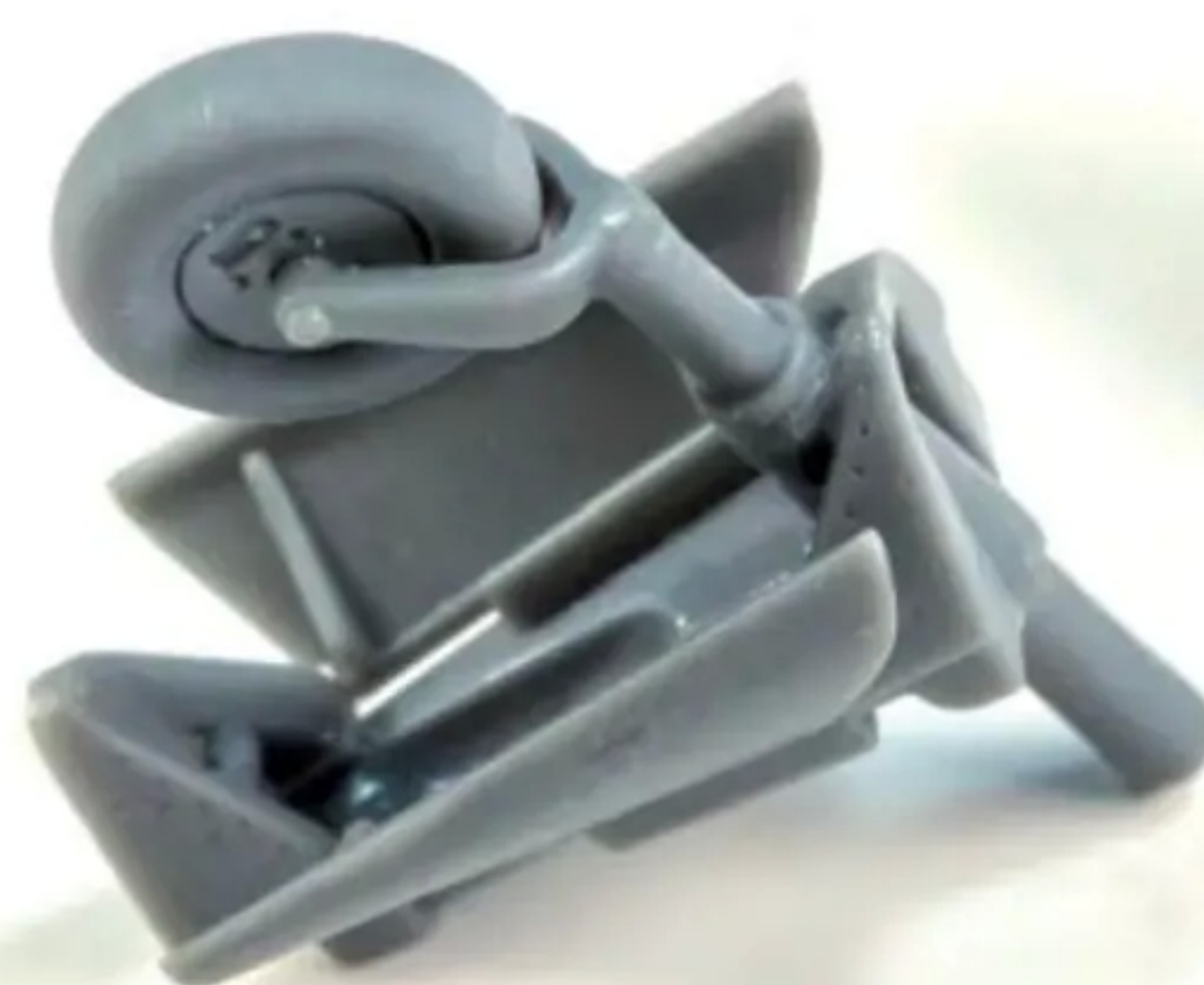


One consequence of the cowling fit issues was a gappy fit against the propeller hub fit. I realised I could use the hub itself as a sanding block to abrade the high spots off the front edges of the cowlings



Verifying an absolutely perfect, flush fit

The completed airframe, showing primer on all the joints and seams to expose defects or verify a good surface



The tail wheel was fully assembled with no pre-painting. I didn't foresee any issues painting it once installed



NEXT TIME

Mark completes basic assembly and starts masking.

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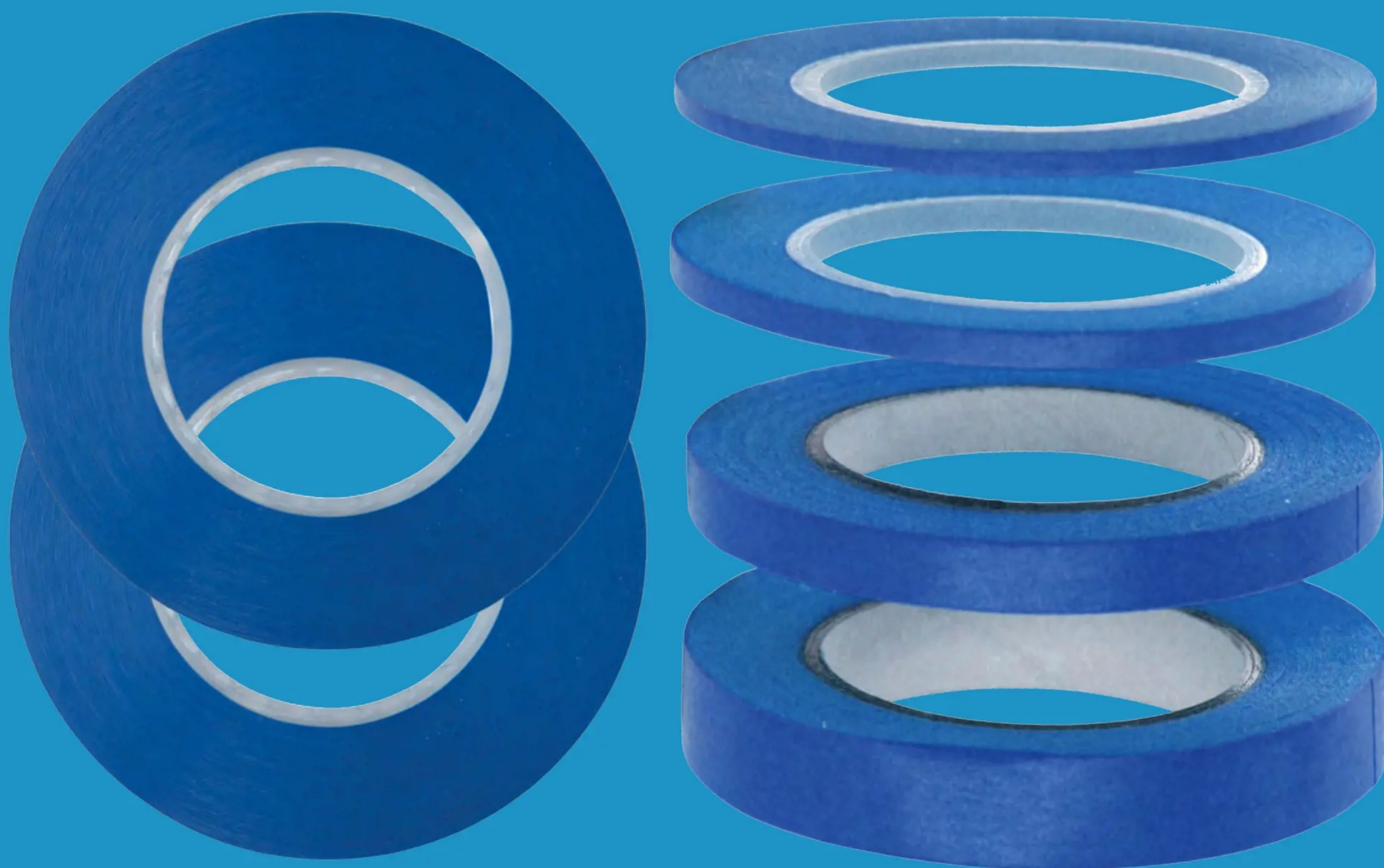
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Trumpeter 1:48 A3D Skywarrior • Kit No. 82068

THE NOT SO GREAT WHITE WHALE

David Branski wrestles with Trumpeter's big but flawed 1:48 A3D Skywarrior.



On 31 March 1956, the Skywarrior entered squadron service with the Navy. Initially used in the nuclear-armed strategic bomber role but throughout the majority of its later service, Skywarrior was tasked with various secondary missions which included use as an electronic warfare platform, tactical reconnaissance aircraft, and high capacity aerial refuelling tanker.

The Skywarrior was the heaviest operational aircraft to operate from an aircraft carrier which contributed to its nickname of "Whale".

Lack of ejection seats was very unsettling for the crew members that often joked that A3D stands for all three dead.

This Trumpeter 1:48 scale kit was released in 2013 but it doesn't seem to be very popular among scale modellers not only because it's quite a niche topic, but also due to the sheer size of the thing. I believe I only saw one 1:48 A3D built in a model show here in the UK, and that was last year at Scale Model World in Telford.

It is also not the greatest kit but more on that a bit later.

COCKPIT

I started the kit with building the cockpit. Trumpeter provides a few photo-etched parts with this kit including seat belts and other PE bits, but I decided to enhance the cockpit a bit more, especially seats as they look pretty awful. I made seat cushions and head rest with Tamiya Epoxy Putty, but also added some wires, universal decals from Anyz and some leftover bits from Red Fox Studio cockpit sets, so the whole cockpit looks a bit more busy.

I sprayed the cockpit with SMS Black Primer and then with SMS Dark Gull Grey. ►



Seat cushions were made from Tamiya two-part epoxy putty.



Eduard photo-etch was also used to enhance the cockpit.

FEATURE ARTICLE

Trumpeter 1:48 A3D Skywarrior • Kit No. 82068



The painted cockpit.



The base colour was SMS lacquer US Dark Gull Grey.



“This Trumpeter 1:48 scale kit was released in 2013 but it doesn’t seem to be very popular among scale modellers not only because it’s quite a niche topic, but also due to the sheer size of the thing...”

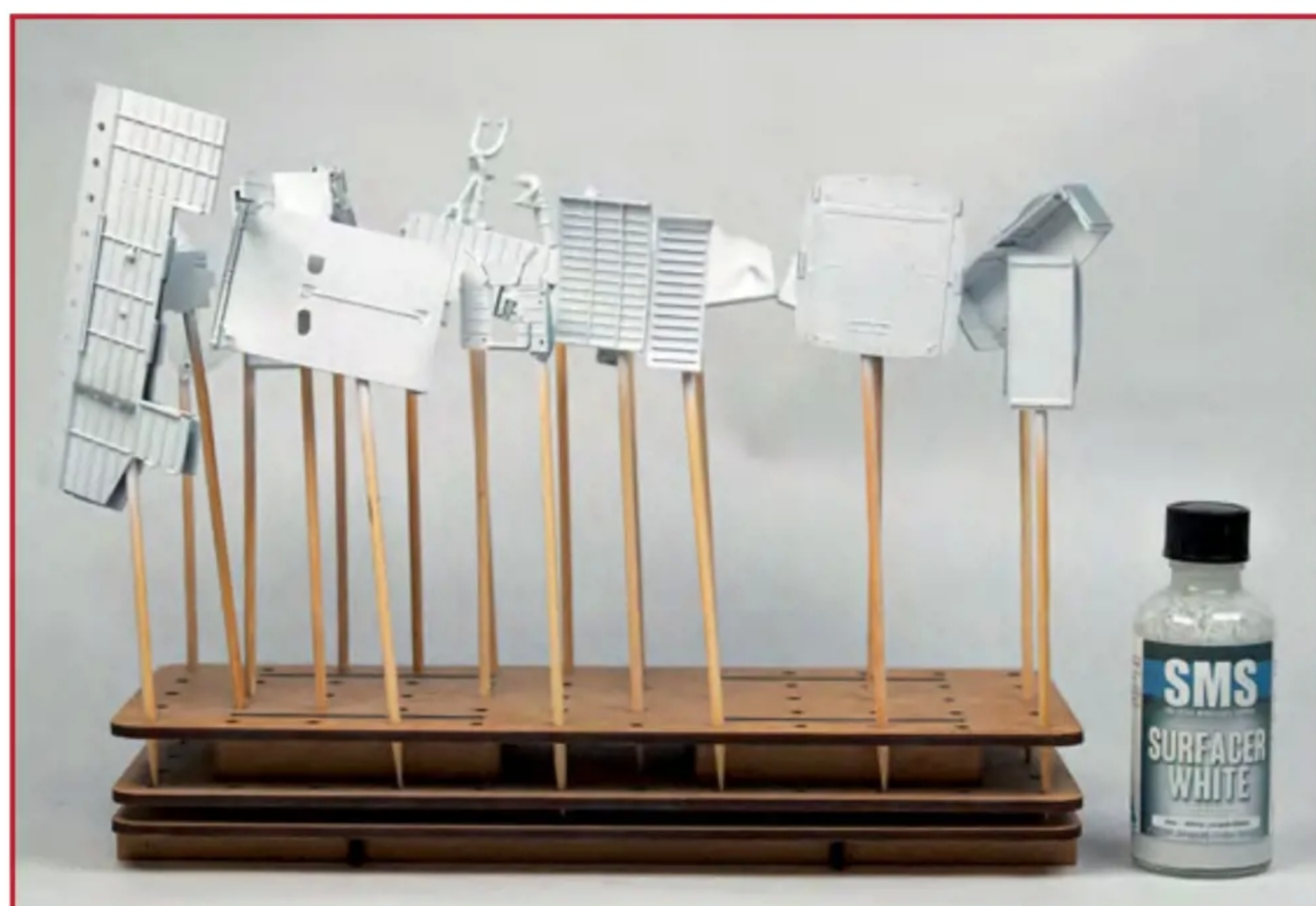
◀ Next I started working on the wheel bays and bomb bay, I used SMS White Primer and SMS US Interior Green to paint these areas. At this point some detailing was also done with brush paint and later, Tamiya black panel liner wash was used to add some depth. Abteilung 502 – Smoke oil paint and Ammo Mig Dark Brown Oilbrusher were also used in these sections and the cockpit to add some subtle weathering.

When all the interior sections were ready, I fixed them all together and it was finally time to close the fuselage.

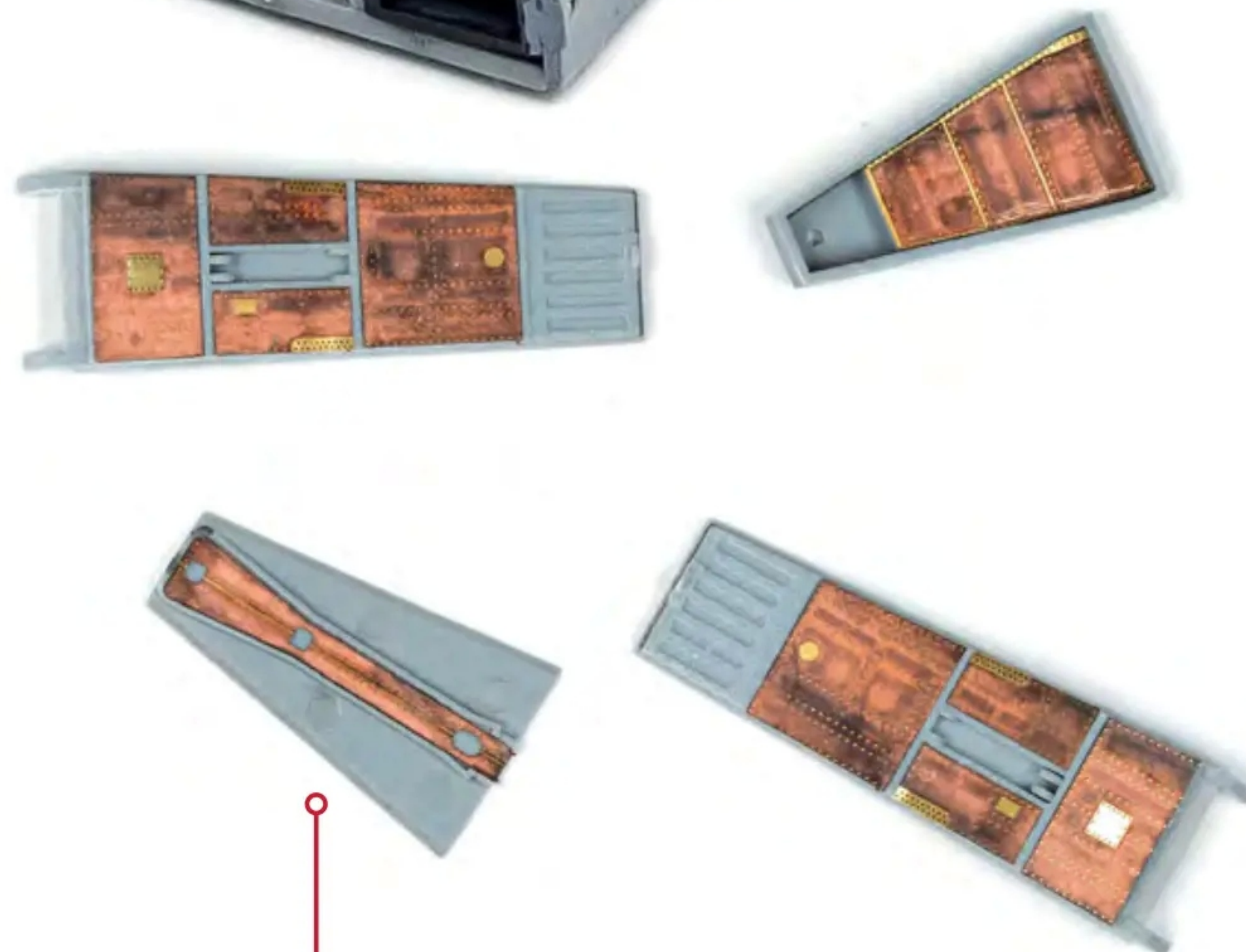
I need to mention here that I also used some photo etched bits from the A3 exterior set from Eduard. I probably used one third of that set. The bits that I used were mostly to enhance the look of the air brakes. That set also includes bits for slats and flaps but I didn't bother.



The extra parts really make a difference.



White parts, also sprayed with SMS lacquer.



Eduard photo-etch was used on exterior parts too.

TROUBLE

At this point there were no issues with this kit at all but from now on, almost everything went downhill.

I say "almost" because the canopy, nose cone, and a few other bits still fitted pretty well.

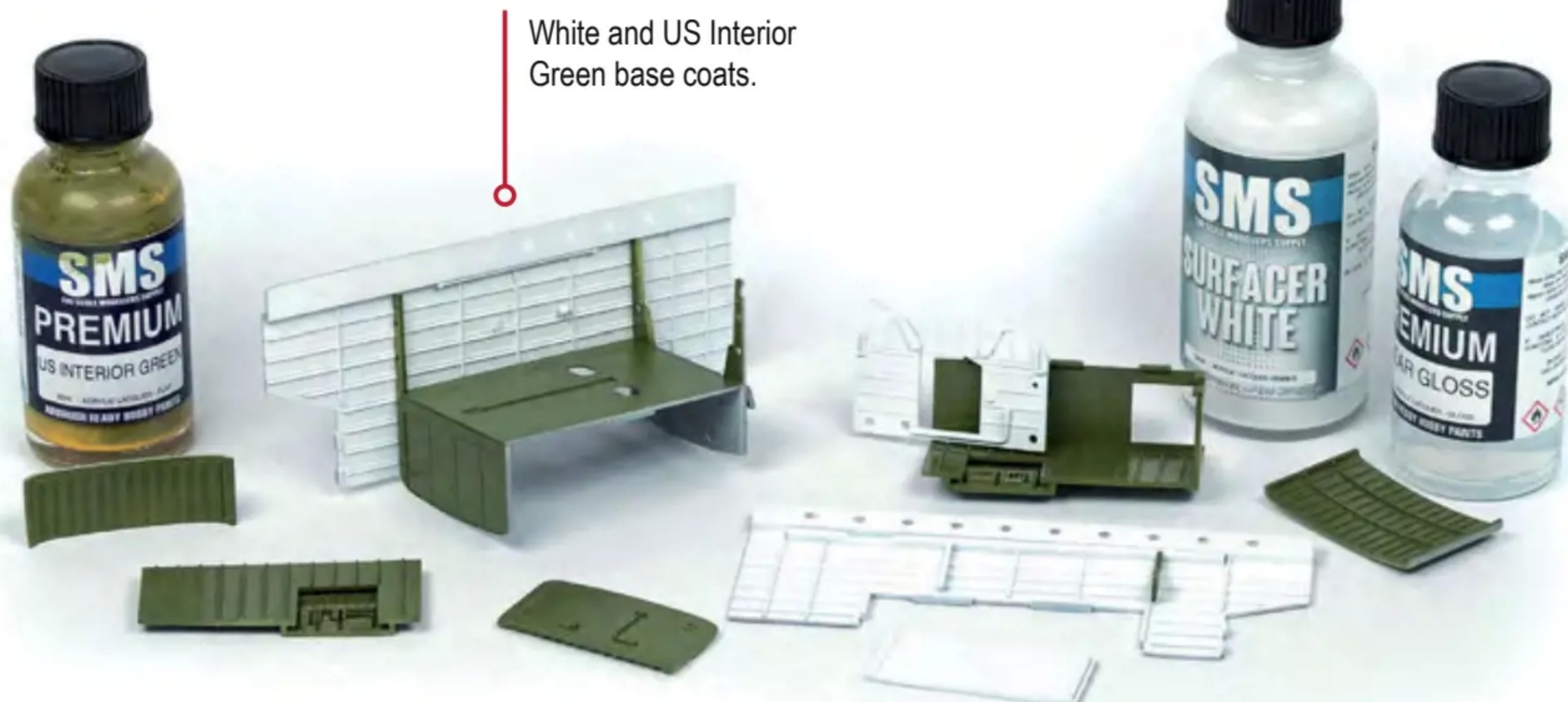
I usually have no problem with fixing spine or belly seam lines, but here we have one spot that is insanely bad to fix. Right in front of a bomb bay, there is an airbrake and a lot of details that are raised pretty high so there is no chance of filling and rescribing anything. The only way is to fill that and sand but good luck sanding that, it's a torture so after half an hour, I decided I was going to close the airbrake. However, it didn't fit at all so yet more work had to be done.

The wings do not fit well to the fuselage and they tend to droop so I needed to use some plastic sheet to fill the gaps in order to hold these heavy wings.

If you want to build the wings unfolded as I did, use a lot of plastic sheets or use square tubing so it pushes the wings from the inside, preventing collapsing and strengthening the joint.

The engines are made with multiple panels that don't fit well together so there is some filling, sanding and rescribing panels required. Also the engine mount to the wings is leaving some gaps to fill.

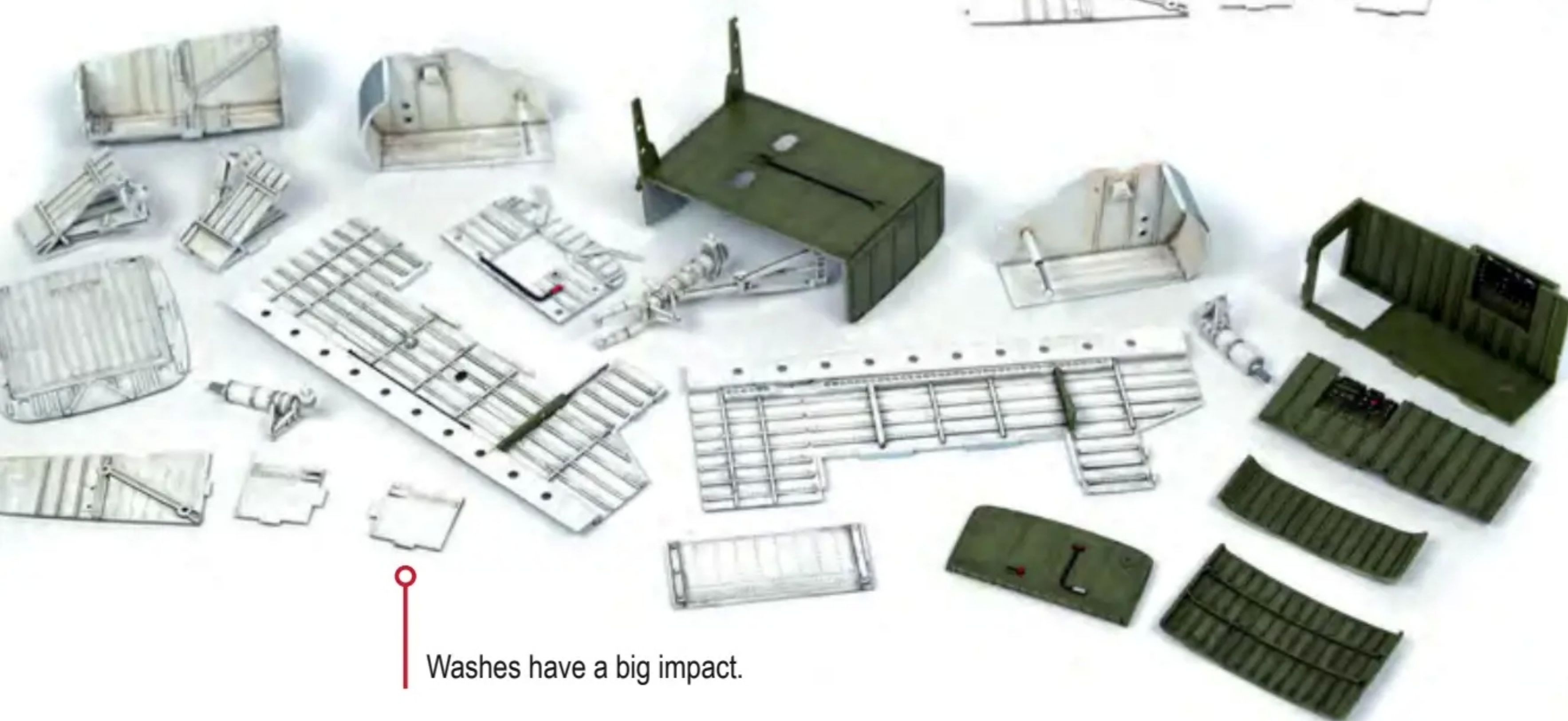
More complaining after some painting fun! ▶



White and US Interior Green base coats.



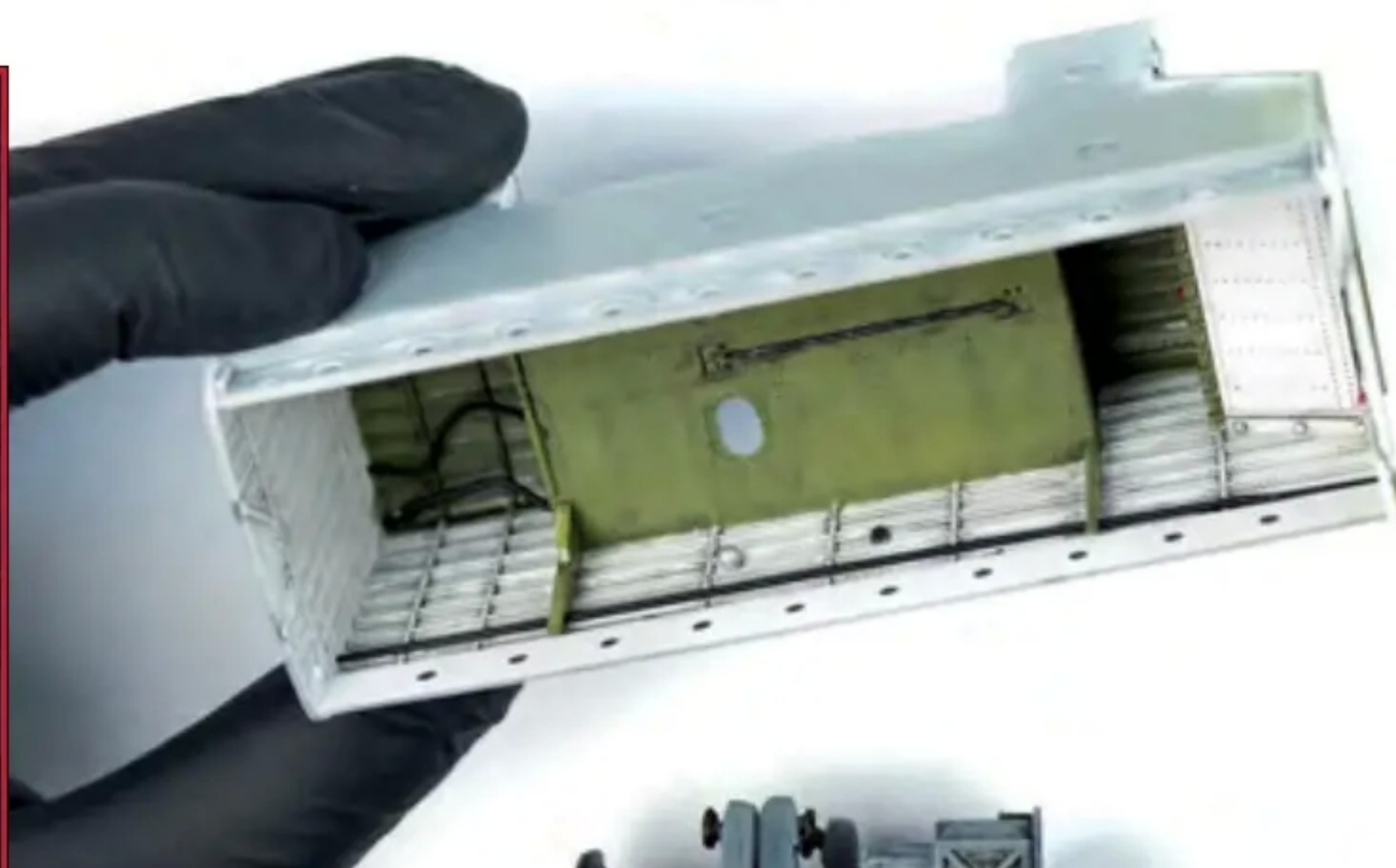
Weathering is underway.



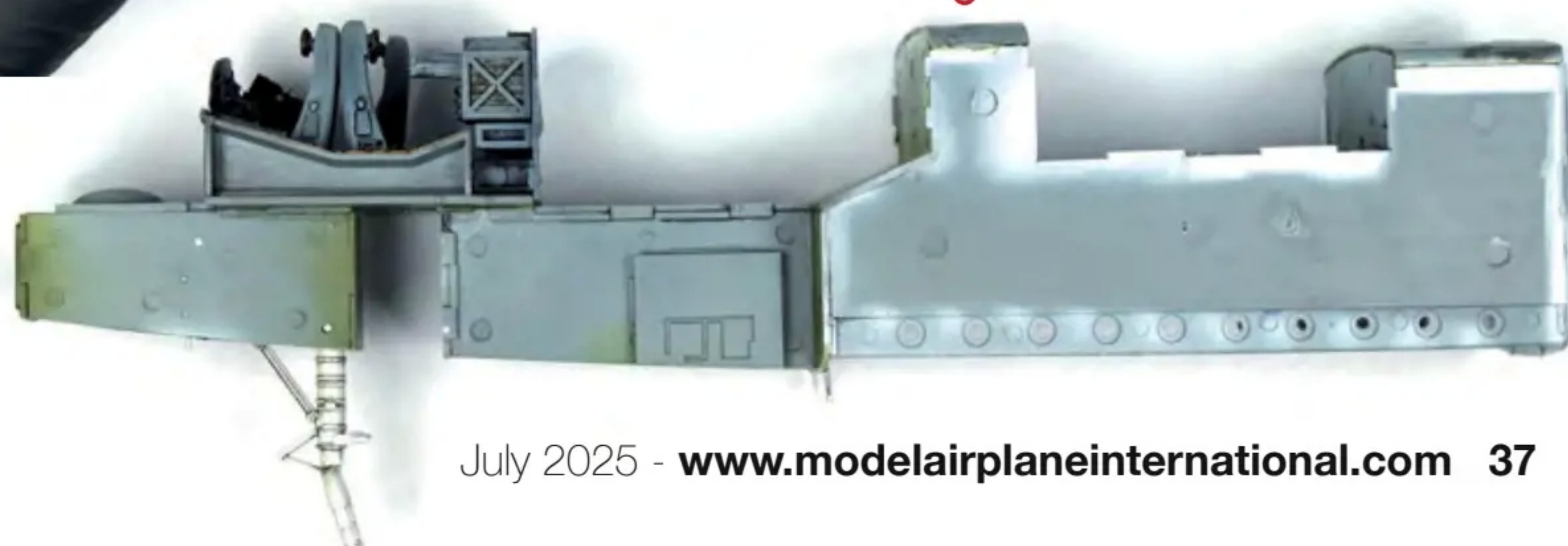
Washes have a big impact.



Landing gear legs after painting and weathering.



The main interior structure.



FEATURE ARTICLE

Trumpeter 1:48 A3D Skywarrior • Kit No. 82068



Wings and fuselage separately assembled.

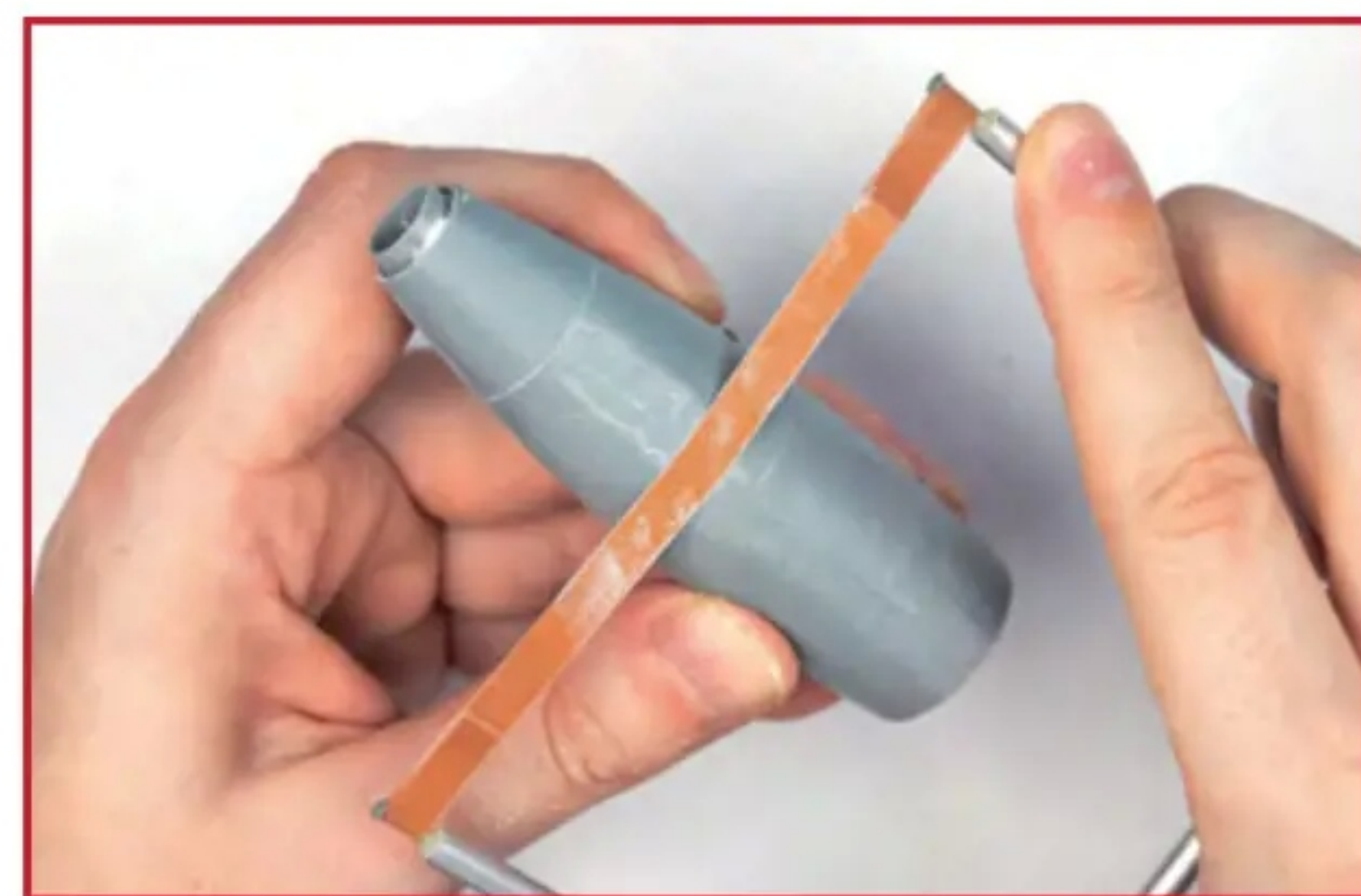
The heavy wings are test fitted with Tamiya tape.



The engines required sanding...



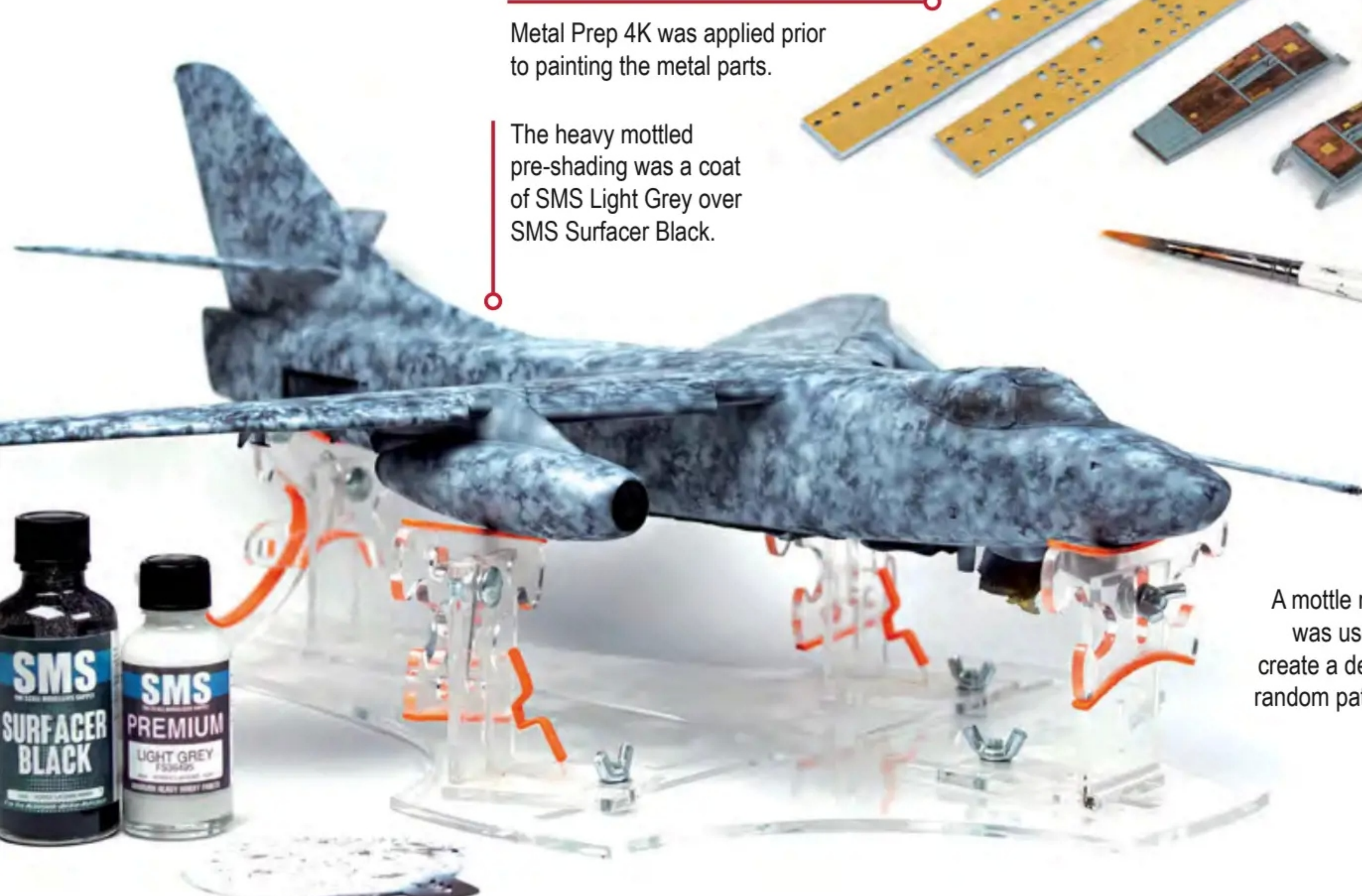
...and more sanding...



...and yet more sanding!



All the main components ready to bring together.



Metal Prep 4K was applied prior to painting the metal parts.

The heavy mottled pre-shading was a coat of SMS Light Grey over SMS Surfacers Black.

A mottle mask was used to create a dense, random pattern.



SMS Red added a welcome splash of colour.



Metallics were used to paint the rear of the engines.

Base grey on board and the white ready to go.

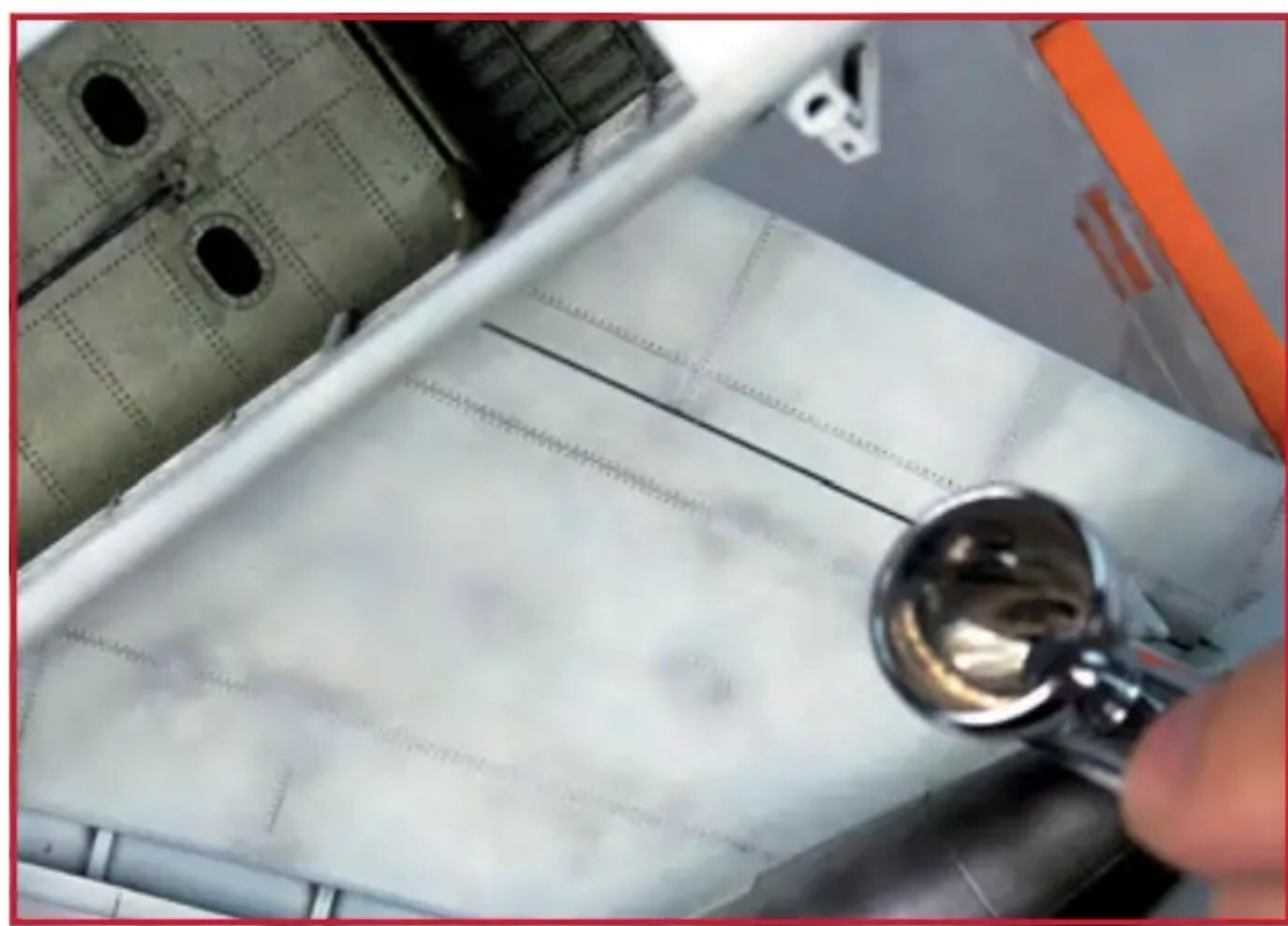
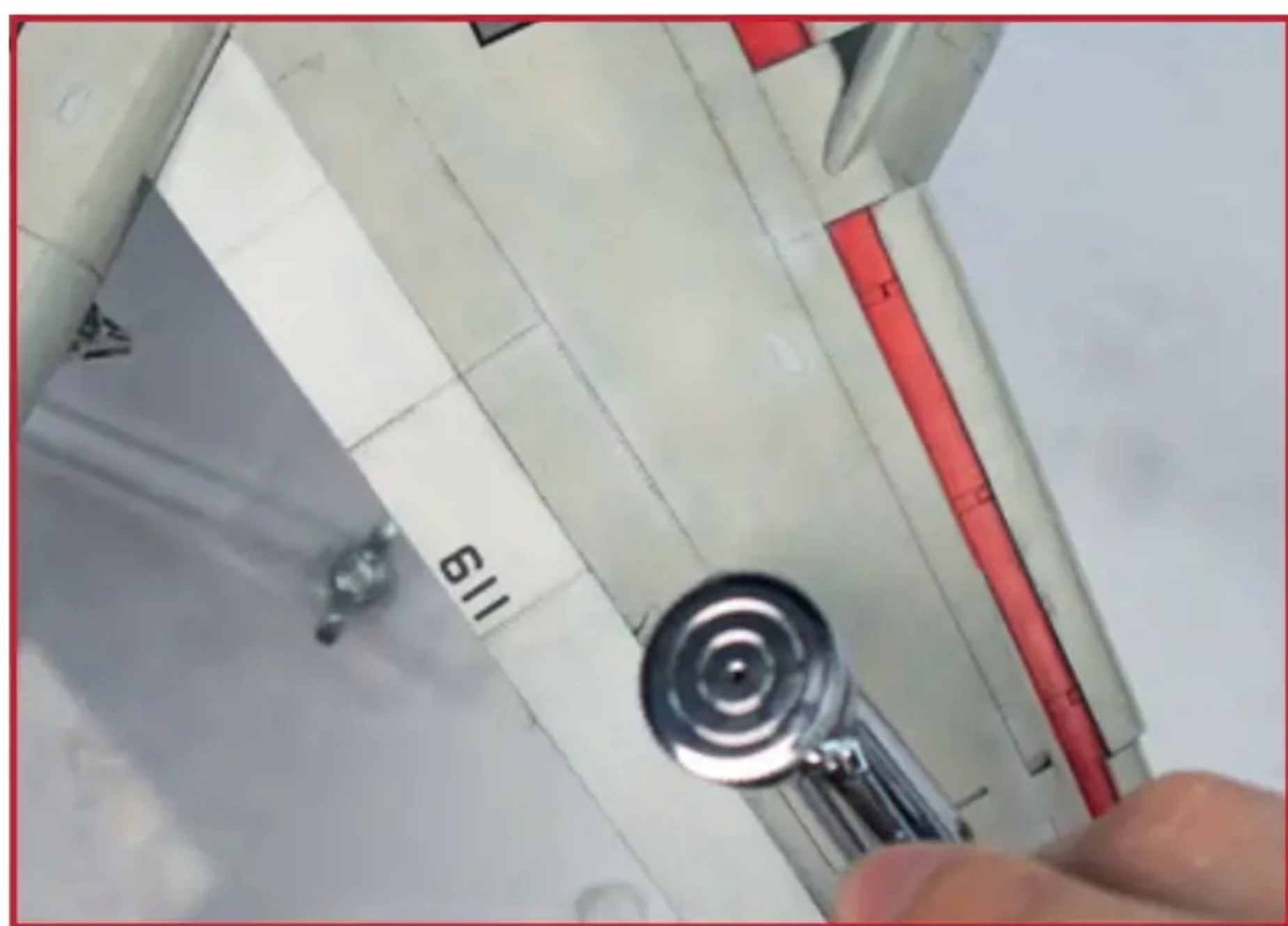


The US Navy colour scheme is coming together.



FEATURE ARTICLE

Trumpeter 1:48 A3D Skywarrior • Kit No. 82068



White highlighting by airbrush.



PAINTING

I primed the model with an SMS Black Primer for the next steps to give it a weathered look, but in this case where the main grey is pretty bright, I suggest using dark grey instead.

First, I sprayed SMS Light Grey through the various sized airbrush stencils to create various shades and then I started spraying SMS US Light Ghost Grey very carefully, applying transparent light coats until the desired effect with all the tonal variation was still visible. It needs a little practice to achieve the good effect as if you overdo the spraying with a main colour, all the tonal variations won't be visible and if you underdo, it's not going to look very good.

The same technique was used for the underside of the aircraft, but with SMS Insignia White.

A different shade of grey was used to simulate repaint jobs on the panel lines. Maintenance guys often repaint these areas after some work was done as removing and installing panels often made the paint chip off.

The metal engine parts were primed with black gloss and then sprayed SMS Steel and Aluminium.

After finishing the main colours, I sprayed the model with a mix of SMS Gloss and Matt varnishes in a 3:1 ratio to give the model a satin finish. ►



The resin ResKit replacement wheels.



FEATURE ARTICLE

Trumpeter 1:48 A3D Skywarrior • Kit No. 82068

◀ TIME FOR MORE COMPLAINTS

The decals that come with this kit are awful. A few of them cracked to the point beyond saving so I had to order Furball Decals' "Killer Whales" set and use some of them to finish this project. If you want to build this kit, you need to get aftermarket decals.

I used VMS products to settle the decals. VMS decal set & fix is brushed before applying decals, and VMS decal softener goes onto the decal after about 10 minutes from placing it.

I usually leave decals overnight to settle before I spray two or three coats of satin varnish again to protect them from further weathering stages.

The weathering on this model is pretty subtle. I used Ammo Mig Starship wash for panel lines and oil paints to make streaks and faded paint patches.

Finally, I upgraded the wheels from Trumpeter vinyl tyres to resin wheels from ResKit.

A few more little bits and touch ups and the kit was finally done! Finally an end of this torture!

Until...

The landing gear collapsed when I was taking photos so I had to do some repairs and absolutely hated it.

Maybe it was my fault and I didn't fix the landing gear struts properly but the model is pretty heavy when finished so just be cautious.

Thanks for reading! ■

.....
"I also used some photo etched bits from the A3 exterior set from Eduard. I probably used one third of that set..."





PREVIEW

KURFURST INBOUND

KIT PREVIEW Kotare 1:32 Messerschmitt Bf 109 K-4 • Kit No. K32009

The Editor gets a sneak peek at a set of test shot sprues from Kotare's forthcoming 1:32 Messerschmitt Bf 109 K-4.

The Messerschmitt Bf 109 K-4 was the last design of this famous marque to see service with the Luftwaffe. One of the main objectives of the Bf 109 K-4 was to improve performance and standardise the disparate design for more streamlined production, which had been sadly lacking in the bewildering combinations of the Bf 109 G series.

Unlike the Bf 109 G variants, the Bf 109 K was not recycled from old airframes, but was purpose built as a standardised high performance fighter.

Improvements included fitting the reworked 1,775 horsepower Daimler Benz DB 605 D which required a significantly recontoured nose, deeper oil cooler and housing, wider main wheels to improve stability taking off, landing and on the ground, a newly designed fin and rudder to compensate for the more the greater power of the type, clamshell outer main undercarriage doors and retractable tail wheel to reduce drag, and a number of metal components being replaced with wood.

Bf 109 K-4 commenced production in November 1944, the last leaving the production lines in April 1945.

Around 1,400 were delivered to Luftwaffe units.

KURFURST IN 1:32 SCALE

Messerschmitt Bf 109 K-4 kits in 1:32 scale have been relatively few and far between. Trumpeter's deeply flawed offering was released a decade ago in 2015. Hasegawa's

1:32 Kurfurst (less flawed, but not perfect) hit the streets in 2003, more than 20 years ago. Let's see what Kotare has in store for us.

IN THE BOX

Kotare Models is the brainchild of modeller, veterinary specialist and owner of the fabulous Modelair hobby shop in Auckland New Zealand, Mark Robson.

Mark has put together a team with some names that will be familiar to Wingnut Wings fans including General Manager - Richard Alexander, Product Designer - Darren Mildenhall, Decal Artist - Malcolm Laird, Profile Artist - Ronny Bar and more.

The next all-new release for this new venture will be a 1:32 scale Messerschmitt Bf 109 K-4. It is due for release in the second quarter of 2025, so it should be hitting the streets by the time you are reading this.

I was fortunate to be provided with a set of test shot sprues of the kit. I won't offer a full review until the production issue of the kit, but in the meantime I can show you the test shots and share some initial observations. I am sure you will agree that the sprues are very impressive.

Kotare's all-new 1:32 scale Messerschmitt Bf 109 K-4 comprises 111 parts in grey coloured plastic, 12 parts in clear plastic, three marking options and a 40 page A4-sized instruction book.

First, let's talk about the number of parts. In today's era of uber-kits, manufacturers seem to be in a race to the highest number of parts possible. This is especially true of military kits but we have seen the parts count of aircraft

kits rising too.

Kotare is bucking this trend with a very modest 111 grey plastic parts. They have managed this feat without compromising detail. Kotare has moulded much of the detail as single parts. Looking at the cockpit sidewalls for example, Kotare delivers remarkable detail with a minimum number of parts.

The kit is replete with similar examples – why design a seven-piece sub-assembly when you can mould it as one part? This seems to be the Kotare philosophy.

I think this approach will appeal to many modellers who would like to build a beautifully detailed kit but feel intimidated by the daunting parts count of many recent releases.

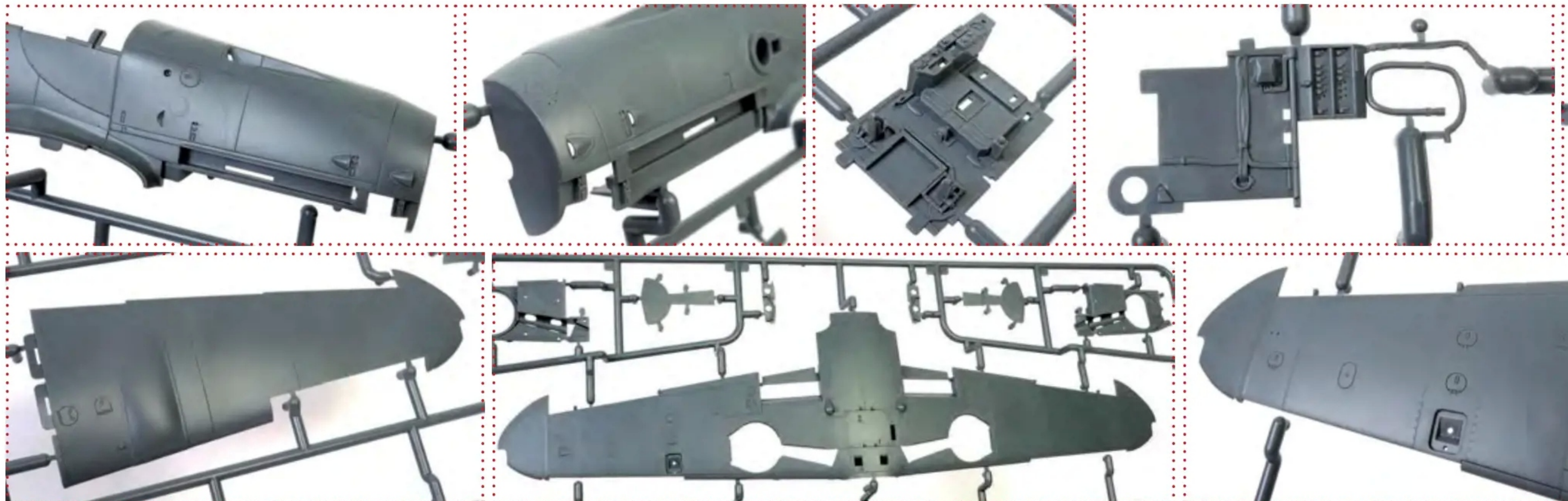
It also points to Kotare's offerings as kits to build, not to sit on the shelf.

The fuselage is broken down as two full-length sides. The gun cowl and the pilot's rear stowage bin are separate parts. The fin is separate too.

Optional parts are supplied for early and late versions of the K-4. These include alternative instrument panels, horizontal stabilisers (wood or metal), rudder and antenna masts. Parts are also supplied for open or closed tail wheel doors.

Surface textures are subtle. For the most part it is crisply recessed panel lines. These are subtly supplemented with a combination of selective recessed fasteners and raised rivets to deliver an authentic effect overall.

Fabric effect on control surfaces is once again restrained and convincing.





1:32

The small intake scoops on the engine cowlings are hollowed out. The exhaust stacks are hollowed out too.

Fasteners are also present around the cowlings. Some of these are recessed behind rectangular openings, creating a 3d effect.

The cockpit is a work of art. The whole thing is made up from only 17 pieces, I have already mentioned the sidewalls, but the seat with its optional plastic harness moulded to the seat pan and the instrument panel are also worthy of special notice. The instrument panel is a single solid plastic part with dial, bezel and switch detail moulded crisply in place. Decals will be supplied for the dial detail in single and multiples.

The curved cockpit floor and the starboard sidewall accurately depict the unique features of the Bf 109 K-4.

The rudder pedals are separate parts but toe straps are not supplied.

Wings are broken down conventionally with full-span lower and separate port and starboard upper wing parts. The outer undercarriage walls double as an effective wing spar. Kotare has also added clever tabs and slots to ensure a gap-free join at the wing root.

Kotare has moulded some of the outer lower wing panels slightly proud from the rest of the surface. This represents thicker metal skin that was used for additional strength.

The wheel well wells feature accurate structural detail including the concave ceiling.

The control surfaces are noteworthy too. Most Bf 109 models' flaps and slats suffer from

fragile attachment points. I have lost count of the number of times that I have broken off delicate radiator flaps on my models. Kotare has cleverly built in tabs and slots on the flaps that on the one hand are robust but also retain the fine detail of the real thing. The tabs also set the correct angle for the dropped flaps

The slats also boast a unique method of attachment, with alternative parts supplied for dropped or raised positions, once again setting the correct deployed angle.

The main wheels are bulged and flattened and keyed to make sure the flat spot sits on the ground.

The undercarriage legs are moulded as a single part each with oleo scissors and coiled hydraulic lines.

The kit supplies short and long strut tail wheel assemblies. The larger wheel for the long strut has a diagonal keyed cut-out that will ensure that the tail wheel on the finished model is flat on the ground. The short tail wheel is moulded with the canvas boot in place.

Clear parts are thin and free from distortion.

The canopy offers the choice of a single part if posed closed, or with separate windscreen, and sliding section for the open canopy option. Galland Panzer head armour, windscreen armoured glass, Morane mast isolator, wing tip navigation lights and a gunsight are also supplied as clear parts too.

INSTRUCTIONS AND MARKINGS

The instructions are as much an education as they are assembly directions. There are many

detail notes as well as helpfully captioned reference photos and illustrations throughout.

The 40 page full-colour A-4 book offers assembly instructions, four view colour illustrations for the three marking option plus reference photos and notes for each of the three marking options, stencil diagram and additional reference.

I haven't received the decal sheet yet but it would appear to include stencils and instrument panel decals.

CONCLUSION

Another Bf 109? Yes please!

Bf 109 K-4 kits in 1:32 scale have been relatively few and far between. Trumpeter's deeply flawed offering was released a decade ago in 2015. Hasegawa's 1:32 Kurfurst (less flawed, but still not perfect) hit the streets in 2003, more than 20 years ago.

This ultimate Bf 109 variant deserves to benefit from the latest technology and access to emerging research.

Kotare Models has again found the Goldilocks recipe – detail and buildability are just right. The relatively modest parts count does not compromise detail at all.

Looking at the test shot sprues, it would appear that everything you need to model a beautifully detailed Bf 109 K-4 is right here in the box.

This is another superb 1:32 scale offering from Kotare.

We'll pass on any details that come to hand leading up to release. ■



FEATURE ARTICLE

Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition • Kit No. 11184

DOUBLE TROUBLE

PART TWO - PAINTING, WEATHERING AND COMPLETION

Brett Green paints his Eduard 1:48 Kamikaze A6M2-K two-seater kamikaze Zero



SKILL LEVEL: INTERMEDIATE

SPECIFICATION:

Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition Kit No. 11184

ACCESSORIES USED:

LifeLike Decals Item No. 48-SP-01 – Hinomaru for Zero Fighters

TOOLS AND MODELLING PRODUCTS USED:

- Tamiya Extra Thin Cement
- Revell Contacta Cement
- Gator's Grip Acrylic Glue
- Selley's Super Glue
- Tamiya Surfacer
- Zip Kicker (super glue accelerator)
- Tamiya Masking Tape (Yellow Kabuki tape)
- Harder & Steenbeck Infinity CR Plus 2024 airbrush

PAINTS AND FINISHING PRODUCTS USED:

- Tamiya (acrylic): X-23 Clear Blue; X-24 Clear Red; XF-1 Flat Black; XF-2 Flat White; XF-64 Red Brown; XF-89 Dark Green 2.
- SMS Premium Lacquer Paints: Grey Primer; White Primer; Aluminium; RAAF Dark Green FS34102; Zinc Chromate FS33481; RLM 04 Gelb.
- Tamiya Spray Can – Grey Primer; AS-12 Bare Metal Silver.

- Gunze Mr Hobby Aqueous Hobby Colour: H81 Khaki;
- Gunze Mr Colour lacquers: 57 Metallic Blue-Green; 58 Orange Yellow; 218 Aluminium.
- Gunze Mr Metal Colour: 217 Gold.
- Testors Non-Buffering Metalizer – Aluminium, Gunmetal.
- Mr Hobby Mr Color Leveling Thinner 400.
- Vallejo Model Color (acrylic): 70865 Oily Steel; 919 Foundation White; 70953 Flat Yellow; 70957 Flat Red.
- Vallejo Panzer Aces (acrylic): 301 Light Rust; 337 Highlight Ger. (Black)
- Winsor & Newton Galeria Flat Varnish
- Prismacolor Silver Pencil
- Tamiya Weathering Pastels Sets A and B
- Future Floor Polish

✓ Accurate; high level of detail; outstanding surface features including crisply recessed panels and subtle raised textures where appropriate; assembly jig for engine cowling; separate control surfaces; includes colour photo-etched parts; includes die-cut canopy masks.

✗ None noted.

Thanks to Eduard for the sample.
Eduard kits are available online from their website
www.eduard.com

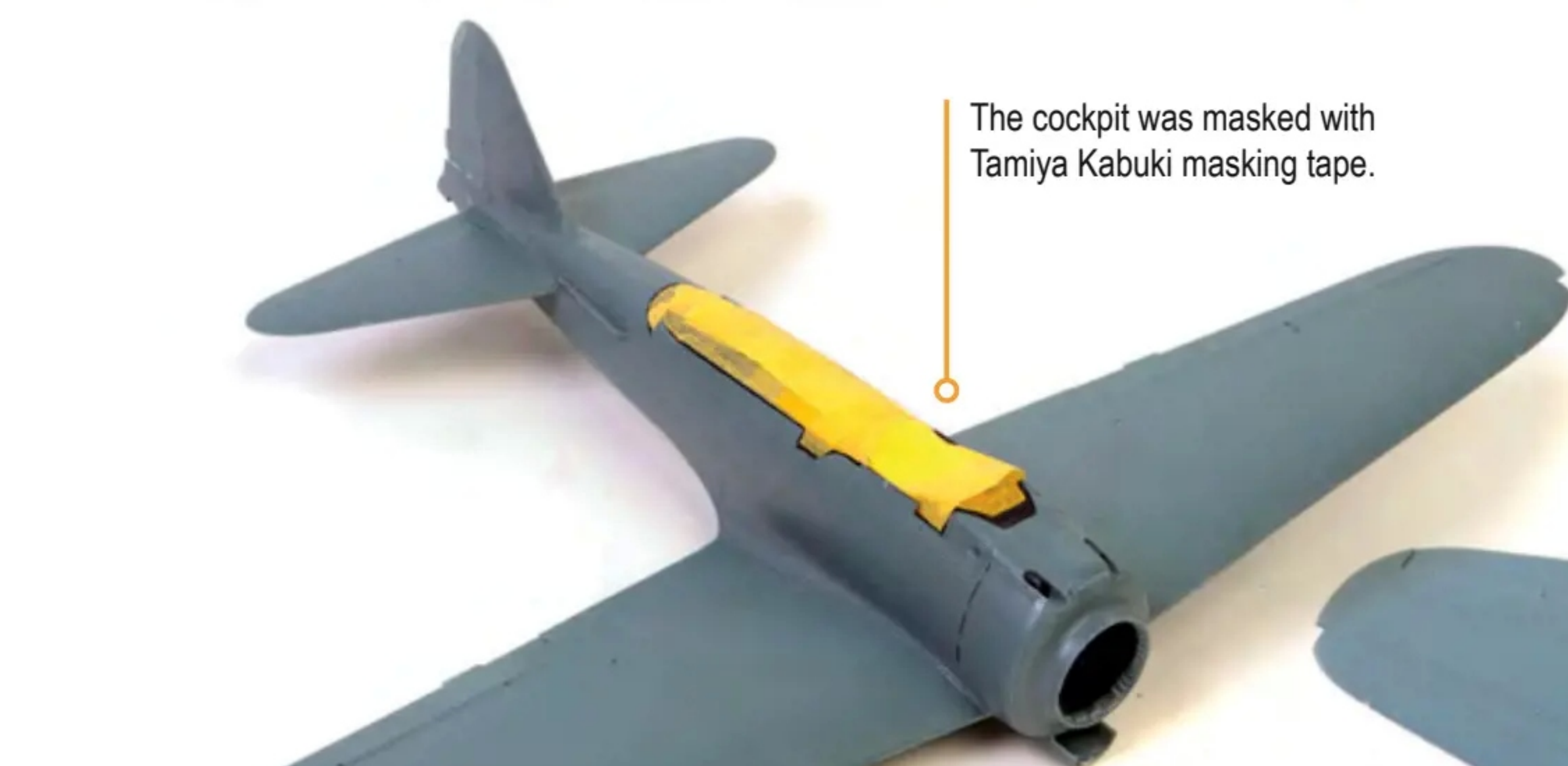
RATING: 9/10

Last time we built Eduard's new 1:48 scale kamikaze Zero. This time, we describe painting and markings. ►

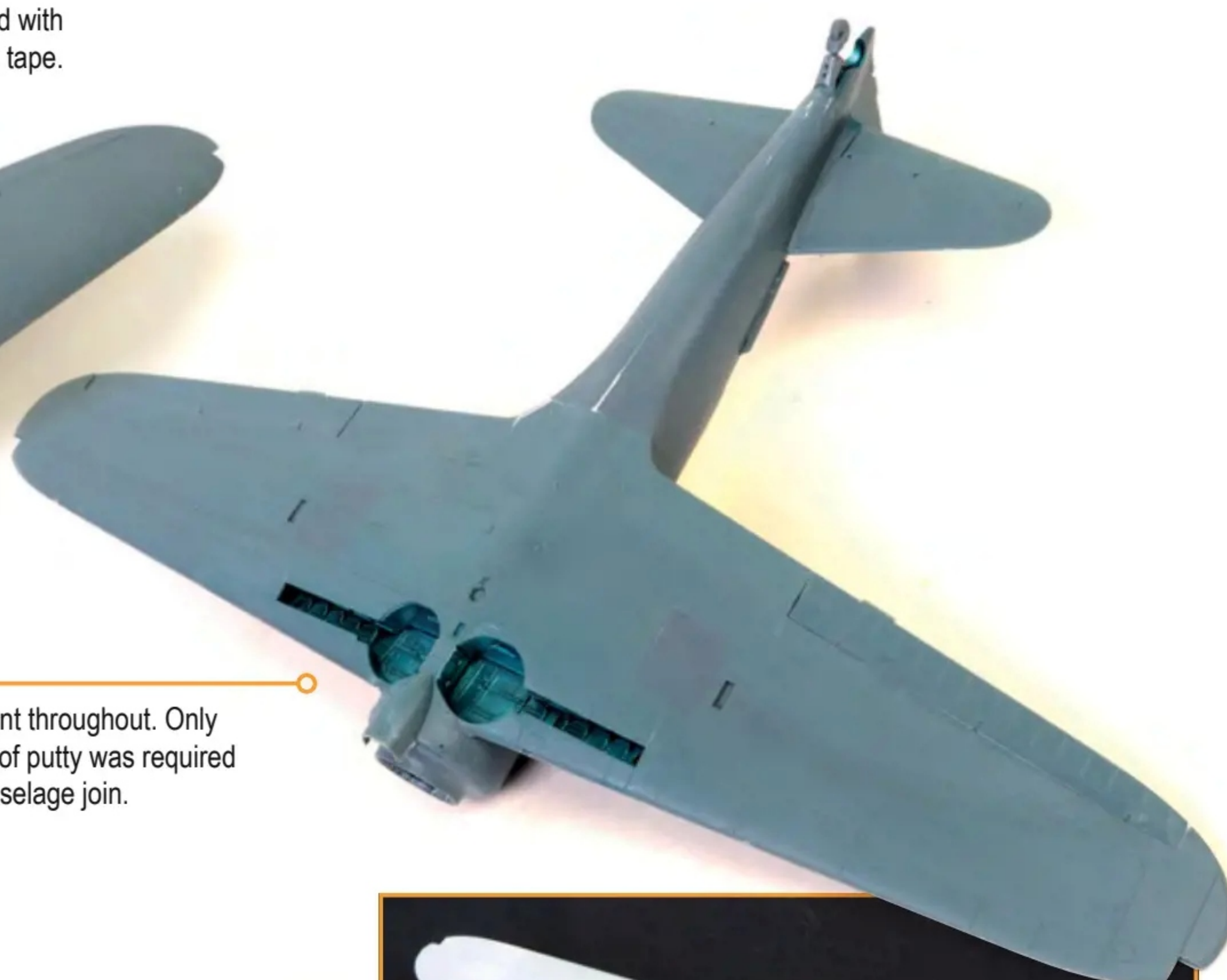


FEATURE ARTICLE

Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition • Kit No. 11184



The cockpit was masked with Tamiya Kabuki masking tape.



Fit was excellent throughout. Only a small smear of putty was required on the lower fuselage join.



My first attempt at a white primer coat was unsuccessful. It was thick and lumpy. I think it had something to do with the cold office.



My second attempt using SMS white primer was much more successful.



Two distinct shades of yellow were used on this project. SMS Gelb RLM 04 was used for the yellow leading edge identification strips, while Mr Colour C58 Orange Yellow was used for the larger area of the lower surfaces.



SMS RLM 04 has been sprayed directly over the primer coat.



Tamiya tape was used to mask off the leading edge stripes.



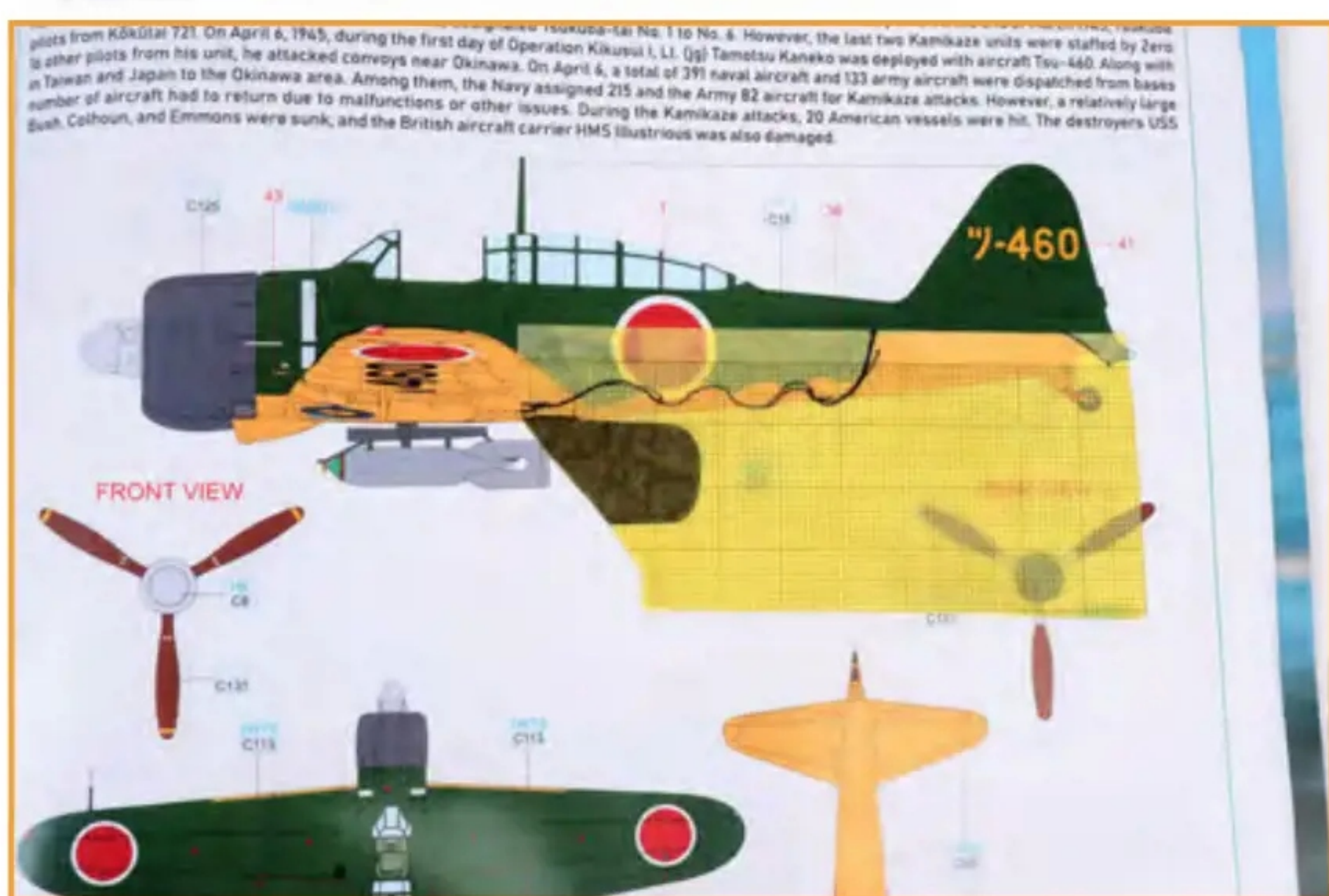
Two coats Mr Hobby's Orange Yellow covered well.



Tamiya produces a self-adhesive paper grid sheet.



A mix of SMS Lacquer RAAF Dark Green and Zinc Chromate was used for the overall upper surface colour.



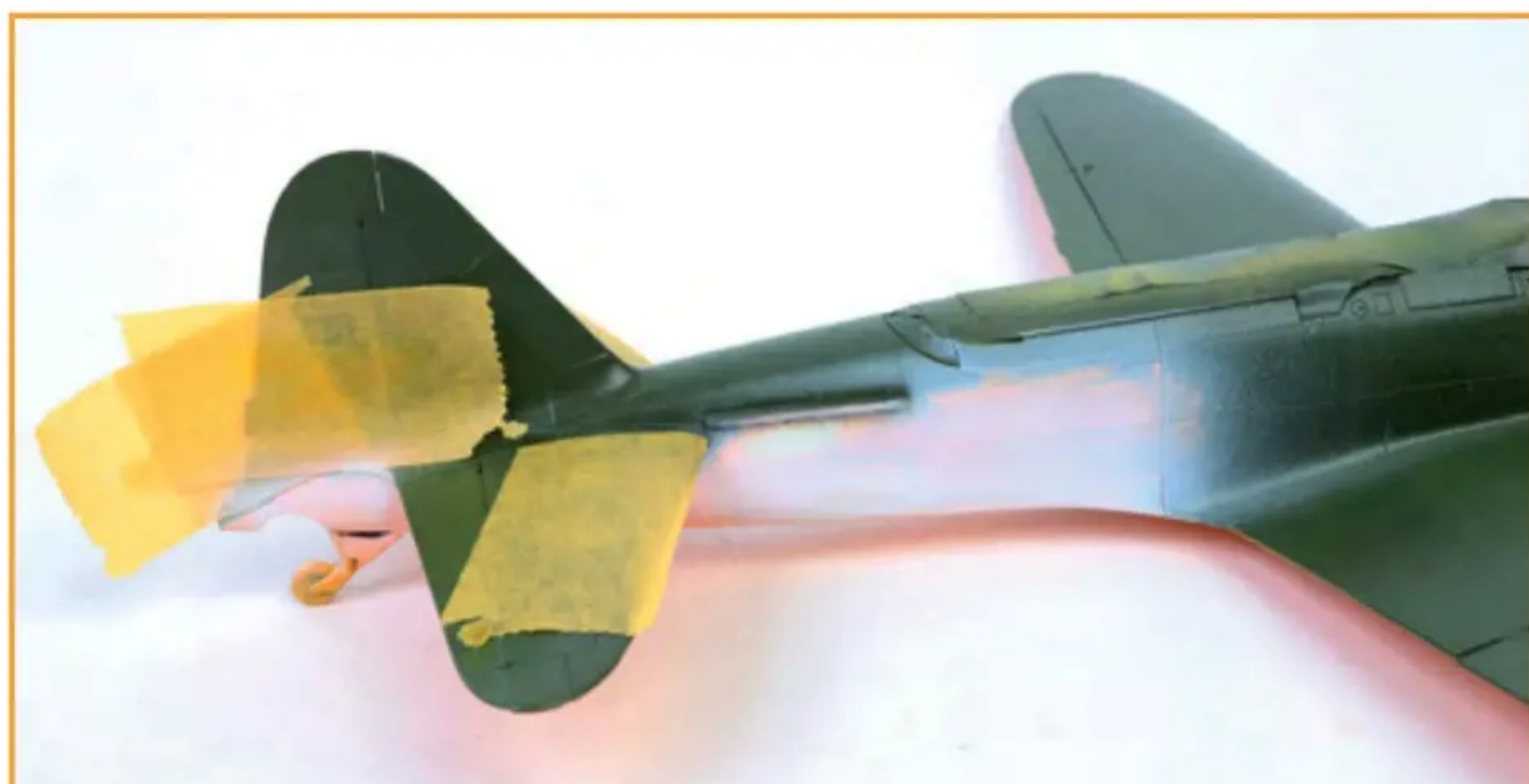
This was used to make a wavy lower demarcation for the camouflage colours.



My first masking attempt on the rear fuselage was truly horrible. I attempted to fix the poor initial spray job by brush painting the hard edged demarcation, but this, if anything, looked worse.



My only choice was to strip back the paint.



The affected area was re-sprayed with another coat of SMS Lacquer White Primer.



A few attempts were necessary here.

FEATURE ARTICLE

Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition • Kit No. 11184

A soft wavy horizontal line was now sprayed on top of a re-coat of Orange Yellow.

The port side pattern.

A heavily thinned mix of Tamiya Acrylic X-18 Semi-Gloss Black and XF-64 Red Brown was sprayed along panel lines.

The same mix was also sprayed on panel lines on the upper surface. This was a slightly darker mix.

Two coats of Pledge Floor Care, an equivalent to Future Floor Polish, was sprayed on the model in preparation for the next weathering steps.

The gloss coat was also sprayed on the lower surface.

Tamiya's Panel Line Accent Colour Dark Brown was applied to all the panel lines and recessed surfaces of the model using the small brush attached to the inside of the cap.

This delivered a fairly subtle highlighting of the surface details.



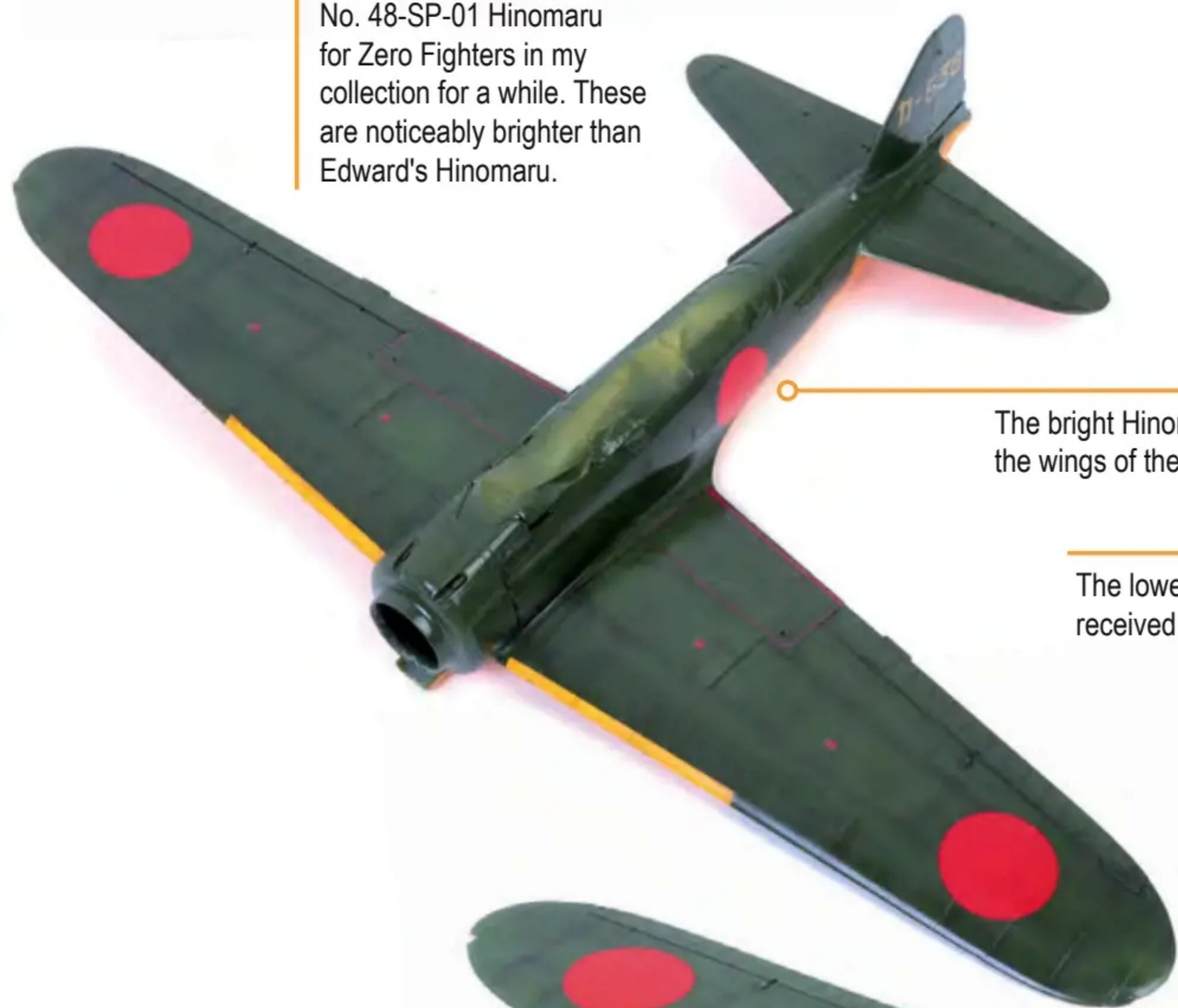
I have Lifelike Decals' Item No. 48-SP-01 Hinomaru for Zero Fighters in my collection for a while. These are noticeably brighter than Edward's Hinomaru.



I decided to use the Lifelike Decals version.



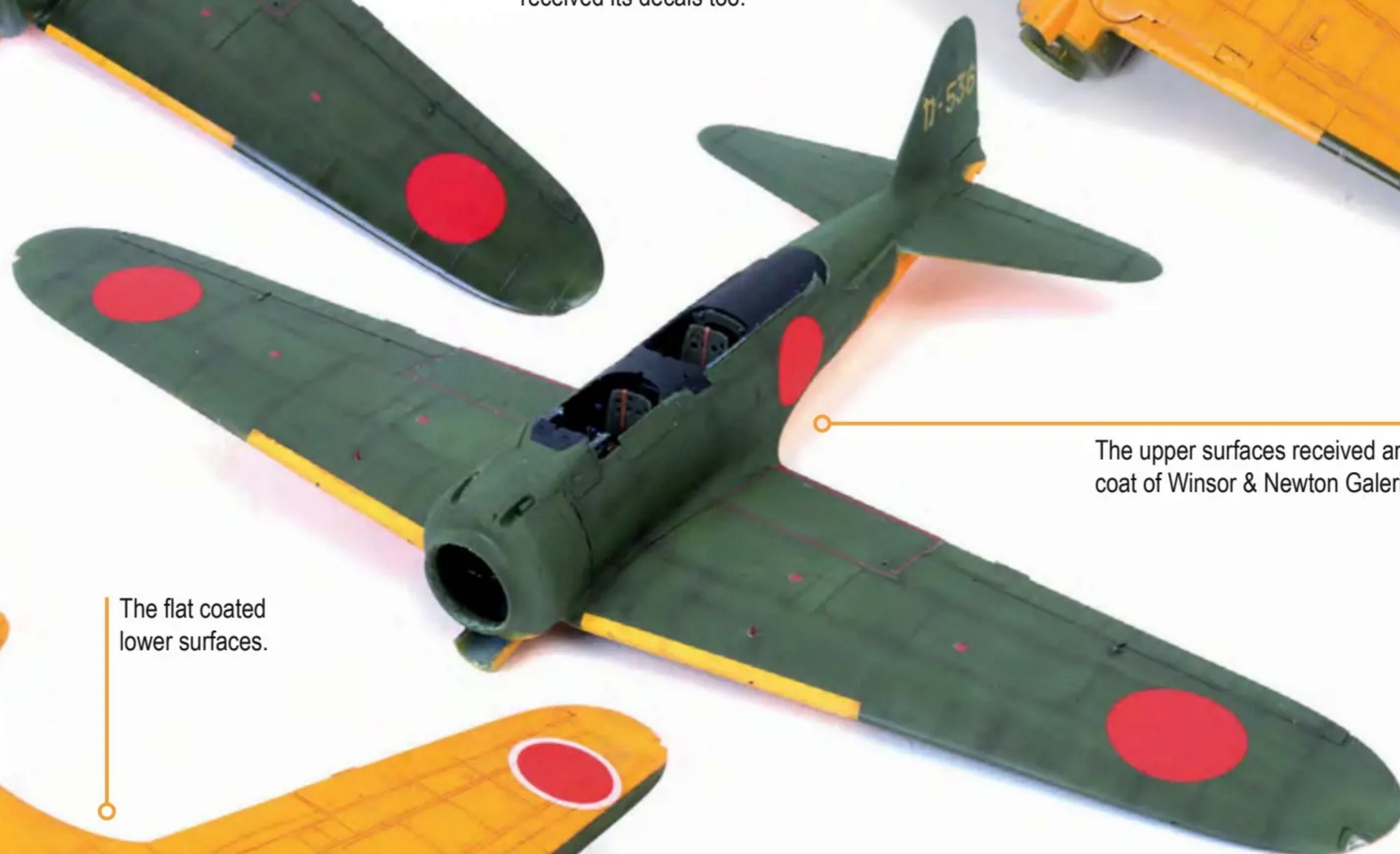
Solvaset was brushed over the decals. This left an alarming white residue around the markings, but this was easily fixed with a quick sprayed coat of Pledge.



The bright Hinomaru on the wings of the model.



The lower surface has received its decals too.



The upper surfaces received an overall coat of Winsor & Newton Galeria Flat.



The flat coated lower surfaces.



Chipping was added using the tip of a silver Prismacolor pencil.

FEATURE ARTICLE

Eduard 1:48 Kamikaze A6M5/A6M2-K Dual Combo Limited Edition • Kit No. 11184

CONCLUSION

Eduard's 1:48 scale Kamikaze Tokkotai is a very impressive package. In my opinion, the cockpits are the equal to Eduard's best to date (the double cockpit in the A6M2-K is twice as good), while surface textures and fit match the lofty heights of Eduard's other recent releases.

I am very pleased to see both the A6M5 Zero and A6M2-K trainer in the one box too.

Some prior experience will be helpful due to the kit's photo-etch and some tiny plastic parts.

Highly Recommended. ■

Thanks to Eduard for the sample
www.eduard.com

Eduard's self-adhesive die-cut canopy masks are a real time saver. These are included in the kit.

The canopy frames were sprayed black before they received their final coat of Dark Green.

Propeller and spinner components.

This Kamikaze version carried a bomb under the centreline. Here are the parts required for the bomb.

All the dangly bits and small parts were attached to small cardboard boxes using Blu-Tack and colour-coded.

The completed model with undercarriage, wheels, bomb, propeller and canopy all in place.





TOOL PREVIEW

Rotary Grinding Tool and Bit Set Combo



VERSATILE GRI

The Editor takes DSPIAE's Rotary Grinding Tool and Bit Set Combo out for a test

D SPIAE has added a compact cordless rechargeable Rotary Grinding Tool and Bit Set Combo to its growing range.

This grinder offers comparable functionality to a Dremel Motor Tool but it is smaller and much lighter.

The red metal cylinder of the body is topped with a contoured grip moulded from a firm but rubbery material. The tool feels natural to grip and secure to use.

The chuck is opened and closed using a supplied Allen key.

When not in use, the Allen key stows inside the body and may be positioned to prevent the tool rolling off your table.

The capsule-shaped display on the side of the body features two rows of lights. These indicate battery charge, operating speed (choice of three), load indicator and overload indicator.

Packed into a separate box is a 1 metre USB 3.0 to USB-C charging cord. The USB-C simply plugs into the base of the grinder.

Charging to 80% takes about 30 minutes. A full charge takes about an hour. The LED indicators will tell you when it is ready.

The box also contains a round-end, double-cut rotary burr.

Model Paint Solutions has bundled the grinder with a set of ten tungsten carbide grinding bits.

Despite Dremel offering a huge range

of grinding and drilling tools, I have always thought that only a small number are useful to plastic modellers.

In contrast, I think these tungsten carbide grinding bits will all be useful for many modelling tasks. The shanks are wider than standard Dremel accessories. This probably contributes to the smooth operation of the tool.

I have already used one of the bits to grind away cockpit sidewall detail from a 1/32 scale Hasegawa Bf 109 K-4 and it was a revelation - fast and effective.

I ran the drill at full speed, easily removing the raised plastic.

I reckon it will perform well at the lower speeds too. I will try this next time.

Thanks to Model Paint Solutions for the sample www.modelpaintsol.com





UNDER

drive.

CONCLUSION

I am impressed with this compact grinding tool.

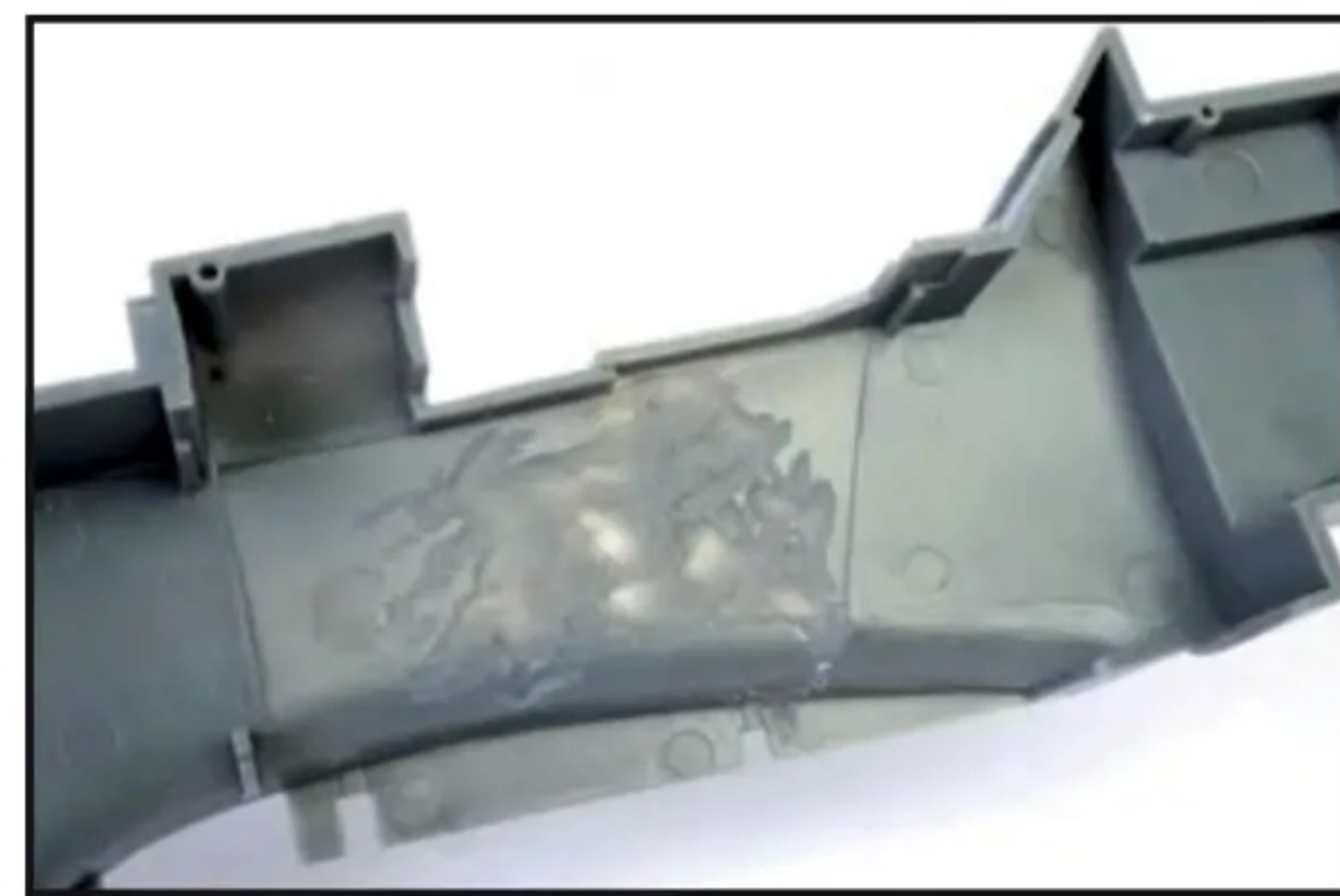
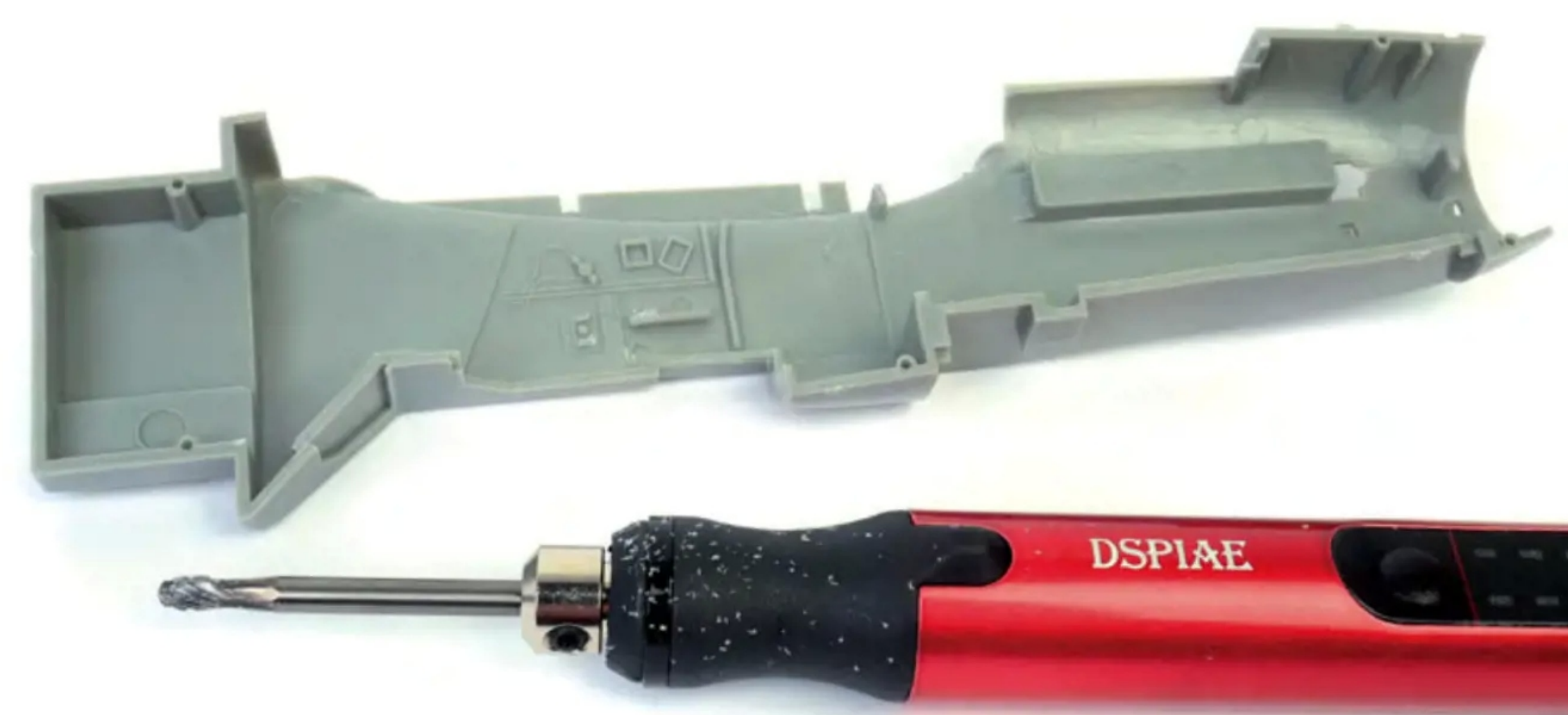
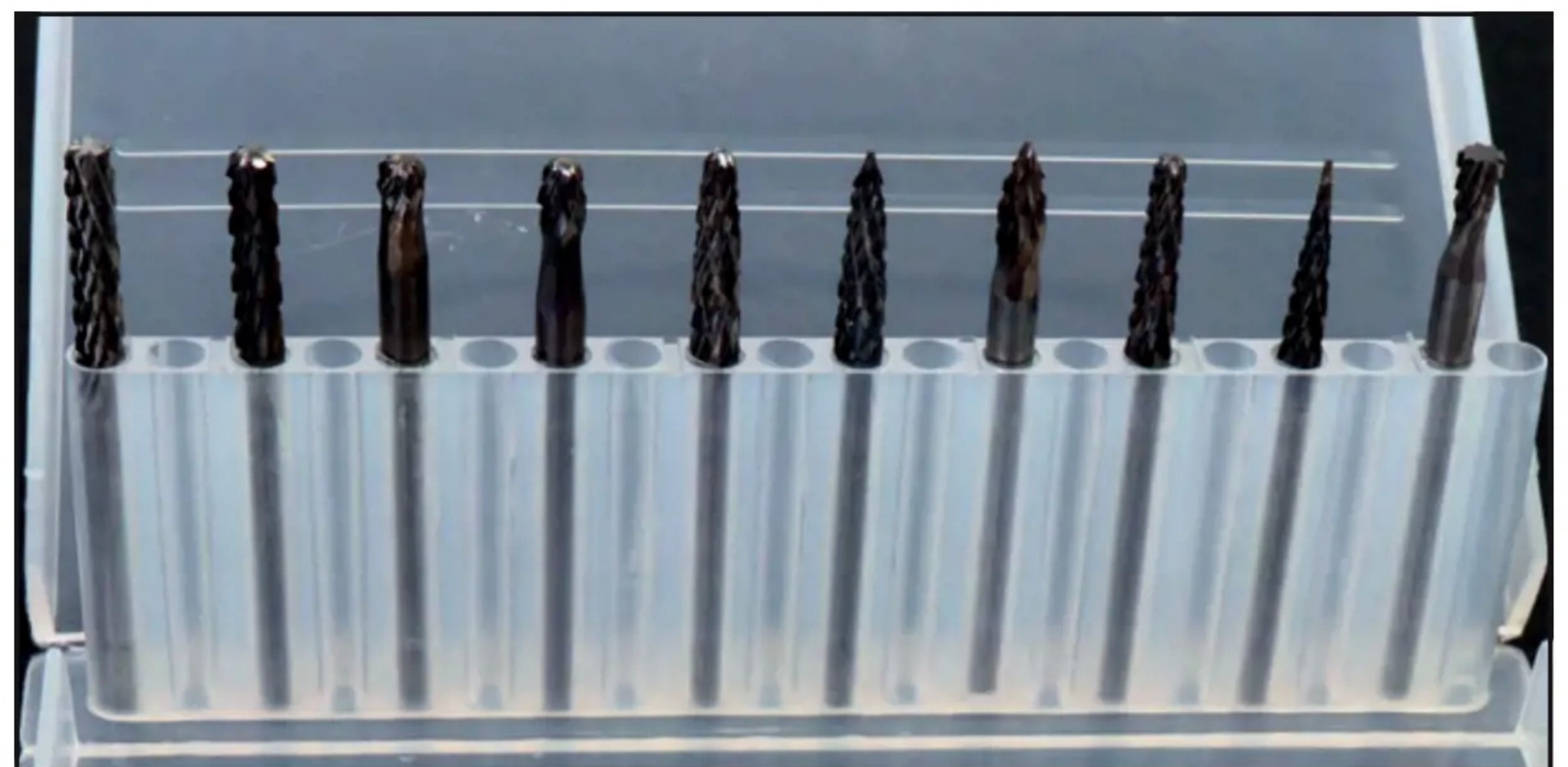
The inclusion of the charging cable and the on-board Allen key are nice touches.

The tool runs smoothly at high and low speeds and the LED indicators tell you all you need to know when you are using the tool.

The bundling of the tungsten carbide grinding bits is a great idea and represents good value.

The grinding bits are well-suited to plastic modelling. You will find lots of uses for the eleven different bits.

I will be using this grinder tool package on many projects to come. ■



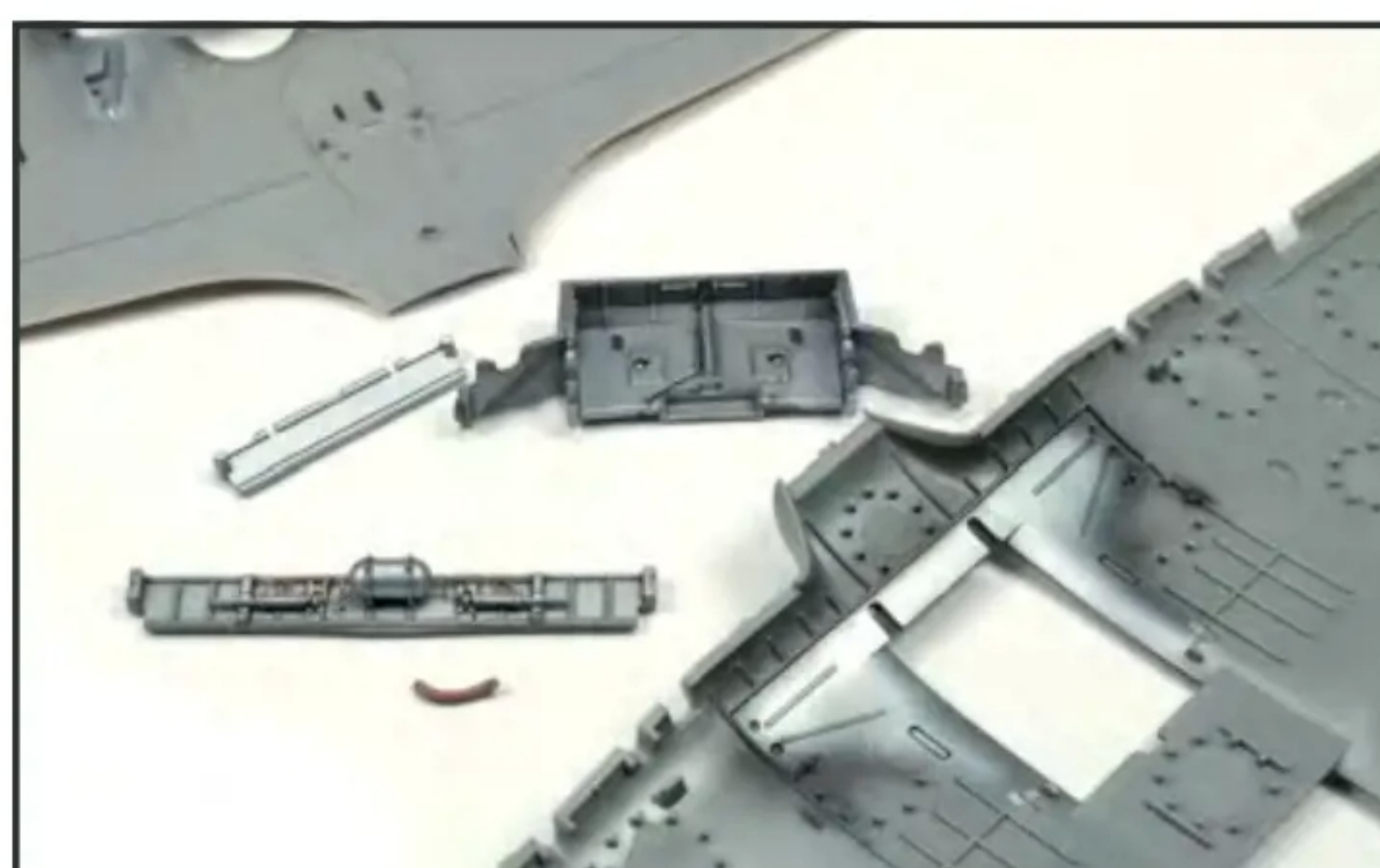
FEATURE ARTICLE

Arma Hobby 1:48 Hawker Hurricane Mk.IIc • Kit No. 40004

A HERO IN



While Hawker Hurricane was Britain's first monoplane fighter aircraft and the true workhorse of the RAF, it was overshadowed by Supermarine Spitfire. But during the Battle of Britain in 1940, the Hurricane inflicted 60% of the losses sustained by the Luftwaffe in the campaign and fought in all the major theatres of the Second World War. We have waited for a decent representation of this aeroplane for years until Arma Hobby released Type Mk.IIc in 2023, with more variants following shortly after. After reading nothing but praise in online reviews, I decided to see what the hype is all about. ►



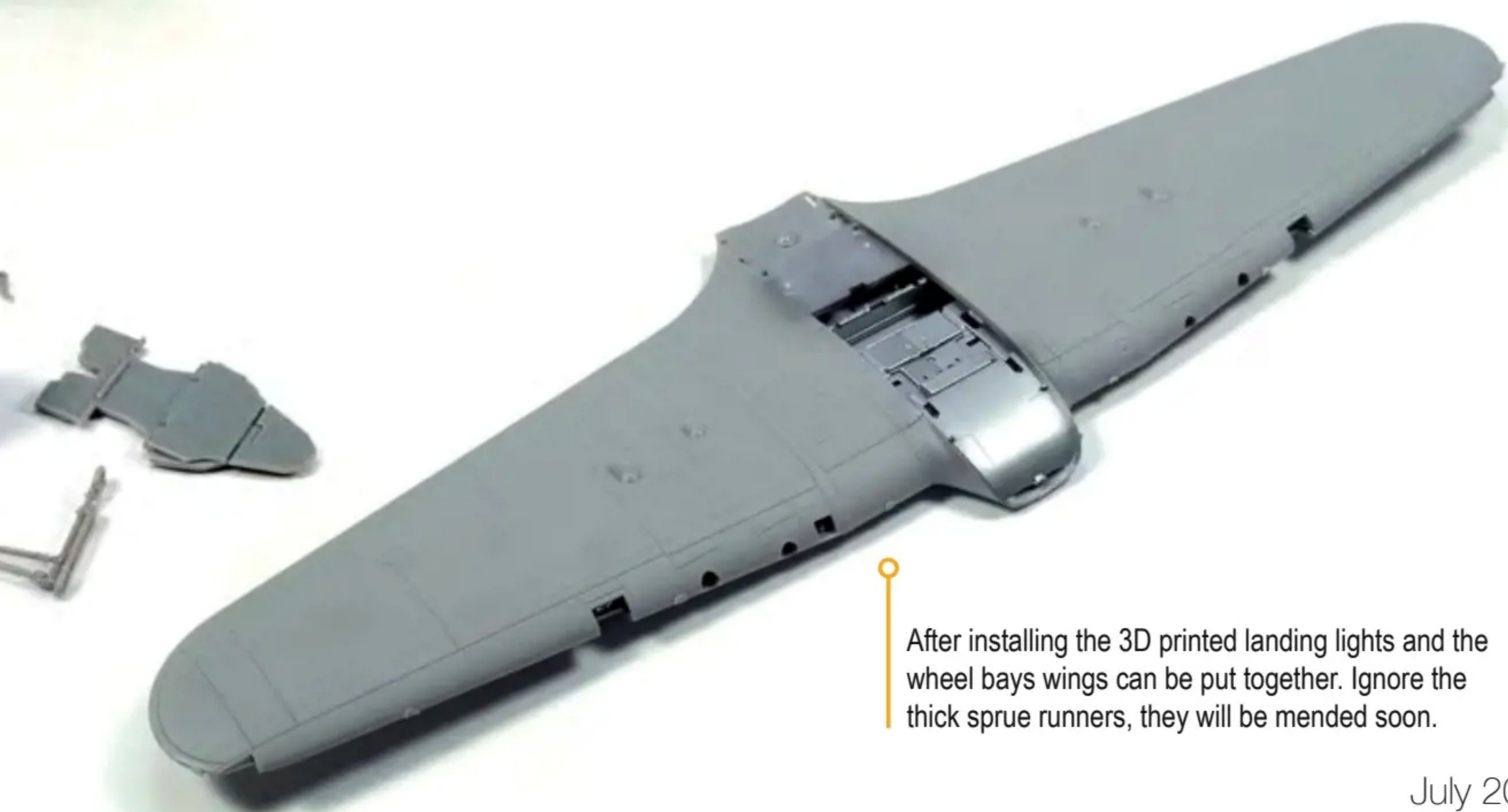
Wheel bays are the first parts to tackle as they are the part of the cockpit floors. I added a few missing details before painting it with MRP-003 silver and weathering it with oils.



Cockpit subassemblies. Note the top of the wheel bay is the floor of the cockpit. I've decided to add 3D printed seat from Brassini but that proved to be completely unnecessary.

THE SHADOWS

Grega Krizman upgrades Arma Hobby's 1:48 scale Hawker Hurricane Mk.IIc.



After installing the 3D printed landing lights and the wheel bays wings can be put together. Ignore the thick sprue runners, they will be mended soon.



While I was working on cockpit, I wasn't impressed with some of the details. Epoxy putty, brass parts and wires were used to recreate them.

FEATURE ARTICLE

Arma Hobby 1:48 Hawker Hurricane Mk.IIc • Kit No. 40004

THE BUILD

Aircraft builds usually start with cockpit assembly, but not this one. Here, we first have to assemble the entire wing section as the cockpit tub builds on top of the wings later. Wheel bays are deep and really well detailed, but there was room for some missing lines and hoses. They were painted and cemented to the lower one-piece wing section. After installing the position lights and the interior landing lights (my 3D print), the wing section was completed. Smaller gaps which appeared on the leading edges were filled with superglue, sanded smooth and I could now begin with cockpit assembly. But not before I dry fitted brass cannons from Master models.

While the cockpit is outstanding out of the box, I couldn't resist including Eduard's 3D printed seat and adding a few missing details. Most of the cockpit received a coat of silver and interior green while smaller details were picked out by brush and acrylics. Oils and pigments took care for the dirty appearance. There are a few decals provided for the cockpit, the instrument panel decal is simply superb, sidewall ones not so much. I ended up recreating the map pouch out of epoxy putty and brass strip and only used a small section of the provided decal. Other than this minor problem, the rest of the cockpit is simply brilliant, and it is almost a shame to wrap the fuselage around it.

Fuselage halves needed a good clean-up, I carved out the air intakes behind the spinner and next the fuselage halves with tail and stabilizers were brought together. I almost forgot to install the instrument panel at this point as I was really looking forward to combining the fuselage with the wings. To my surprise, I ended up with a perfect joint. No need for putty, just a drop of Tamiya extra thin cement is all you need. Amazing job, Arma hobby! There were, however, some imperfections on the fuselage seams (my fault), but they were quickly sorted with superglue and sanded smoothly. I always attach the windshield before painting as it is easier to fix any possible gaps that could appear when installing it. Canopy masks are included in the box, which is great, but mine were not cut deep enough so I had to make my own before I could mask the canopy. I masked the cockpit tub with Tamiya tape and some masking fluid and inspected the kit once more before the coat of primer.

While I had this beauty of a kit at the bench, I've noticed that Arma Hobby is offering individual detail parts on their website. You can only buy them as 3D files, and you can print them yourself, so I didn't hesitate and bought the whole lot. They are fantastic and a couple of test prints later, I had some usable parts I could use. ▶

Cockpit assembly is super easy. Here you see most of the cockpit assembled straight onto the wing top.



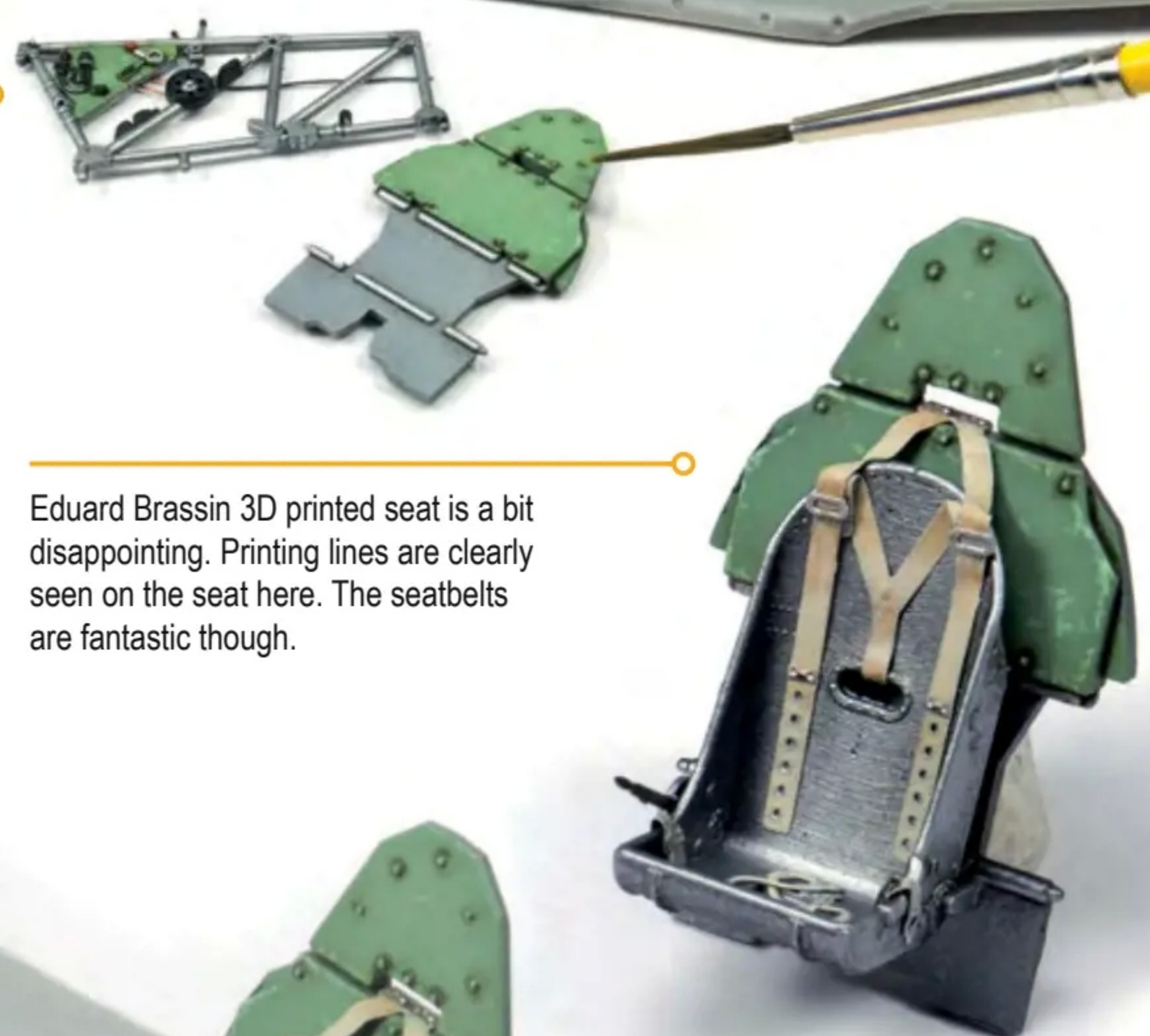
Most of the Hurricane interior was silver, but some portions were sprayed with RAF interior green (MRP-111)



Detail painting was brush painted with acrylic colours. For light chipping, just add a bit of white to the base colour.



Ammo washes and pigments took care for final stains and shadows.

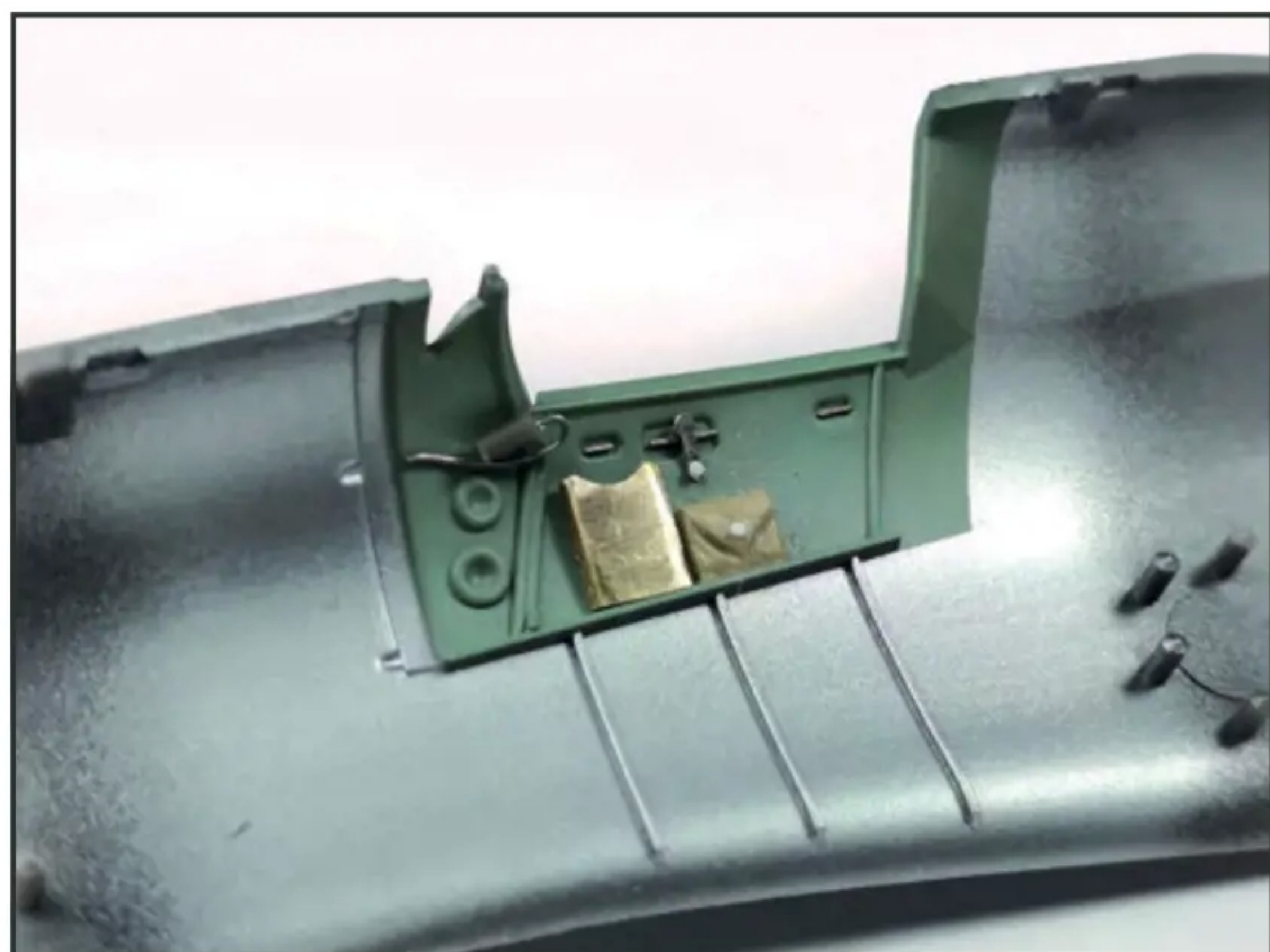


Eduard Brass 3D printed seat is a bit disappointing. Printing lines are clearly seen on the seat here. The seatbelts are fantastic though.





Instrument panel is glued to the fuselage side and aligned into position. Locating pins ensure that everything fits like a glove.



Two hours later, I had most of the airframe assembled and ready for paint. Small imperfections were sorted with superglue and sanded smooth and panel lines were refreshed with razor saw.



Wing position and landing lights transparencies were next fitted to the wings alongside the brass barrels from Master models. If there is one aftermarket you would like to use on this model, this is the one.

After masking the clear parts, cockpit and wheel bays with masking tape and liquid mask, the model was wiped with degreaser and ready for the first coats of paint.



A good primer is a must! Not only does it unify the surface and provides a good grip for the paint, it also shows all the mistakes you made during the construction.



The 3D printing era of scale modelling is here. I downloaded 3D files from Arma and printed them at home. They are excellent!

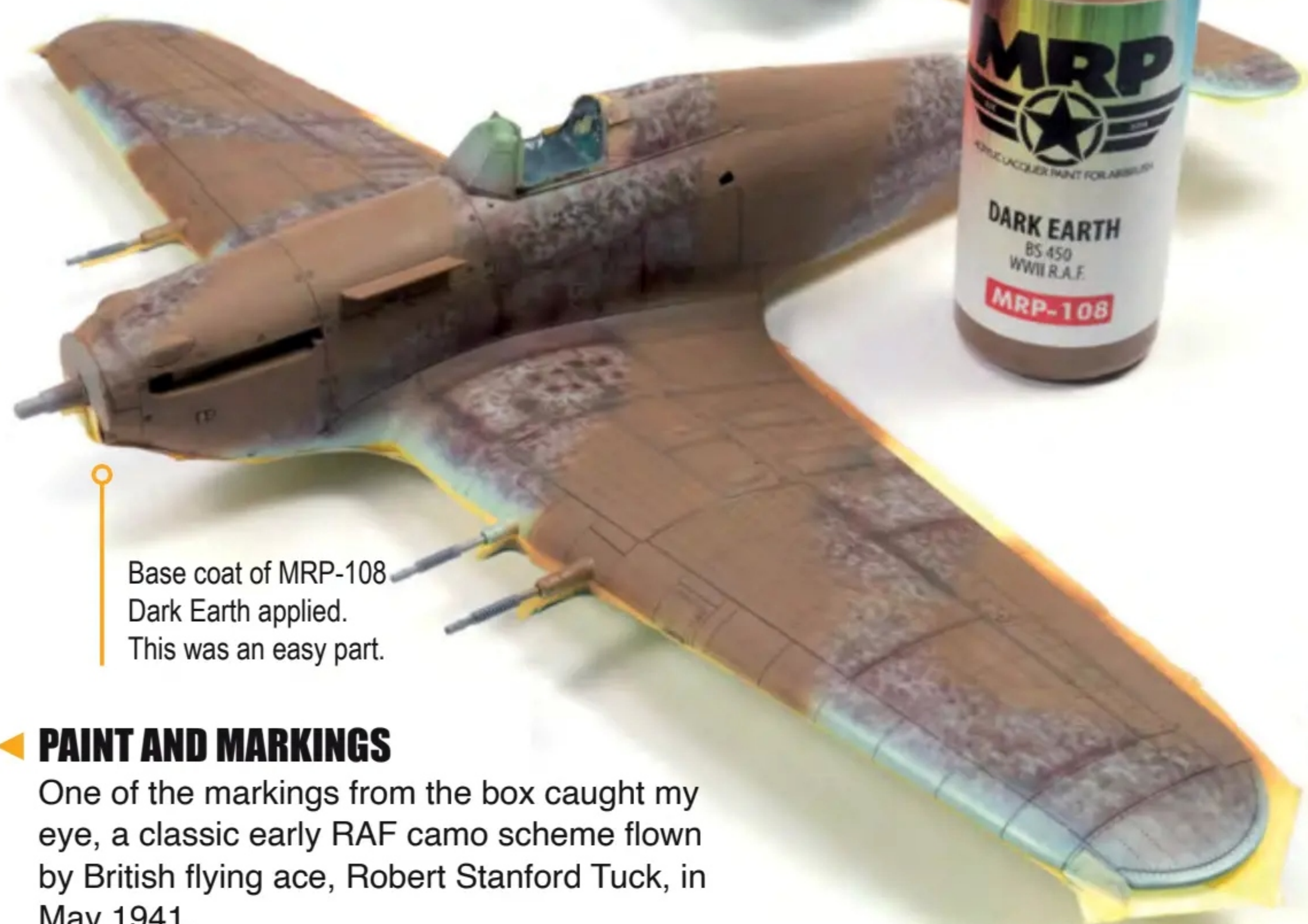
"While the cockpit is outstanding out of the box, I couldn't resist including Eduard's 3D printed seat and adding a few missing details..."

FEATURE ARTICLE

Arma Hobby 1:48 Hawker Hurricane Mk.IIc • Kit No. 40004



Not yet time for camouflage paints but for texturing. I am using slightly different shades of greens and browns and spraying them through texture templates.



Base coat of MRP-108 Dark Earth applied. This was an easy part.

PAINT AND MARKINGS

One of the markings from the box caught my eye, a classic early RAF camo scheme flown by British flying ace, Robert Stanford Tuck, in May 1941.

I cleaned and degreased the kit, applied a few light coats of primer, and gave it a quick polish with a sanding cloth before applying the first coats of paint. I started the camouflage by applying textures all over the fuselage and wings – hoping that they would seep through the final paint layers thus creating a slightly disrupted camouflage effect.

Undersides were sprayed with a few light coats of MRP-118 RAF Sky; assorted panels received highlights with added white to the base colour. The ID band was sprayed next and since the demarcation line between undersides and top camouflage on Hurricanes was sharp,

I masked the demarcation lines with masking tape. Dark Earth (MRP-108) was applied freehand on upper surfaces, and I was starting to question my abilities as I'd be able to spray tight semi-soft demarcation between brown and green upper portions.



Undersides were sprayed in light layers so the texturing would still show through. I used MRP-118 RAF Sky as a base. That was followed by a lightened mixture to add highlights.



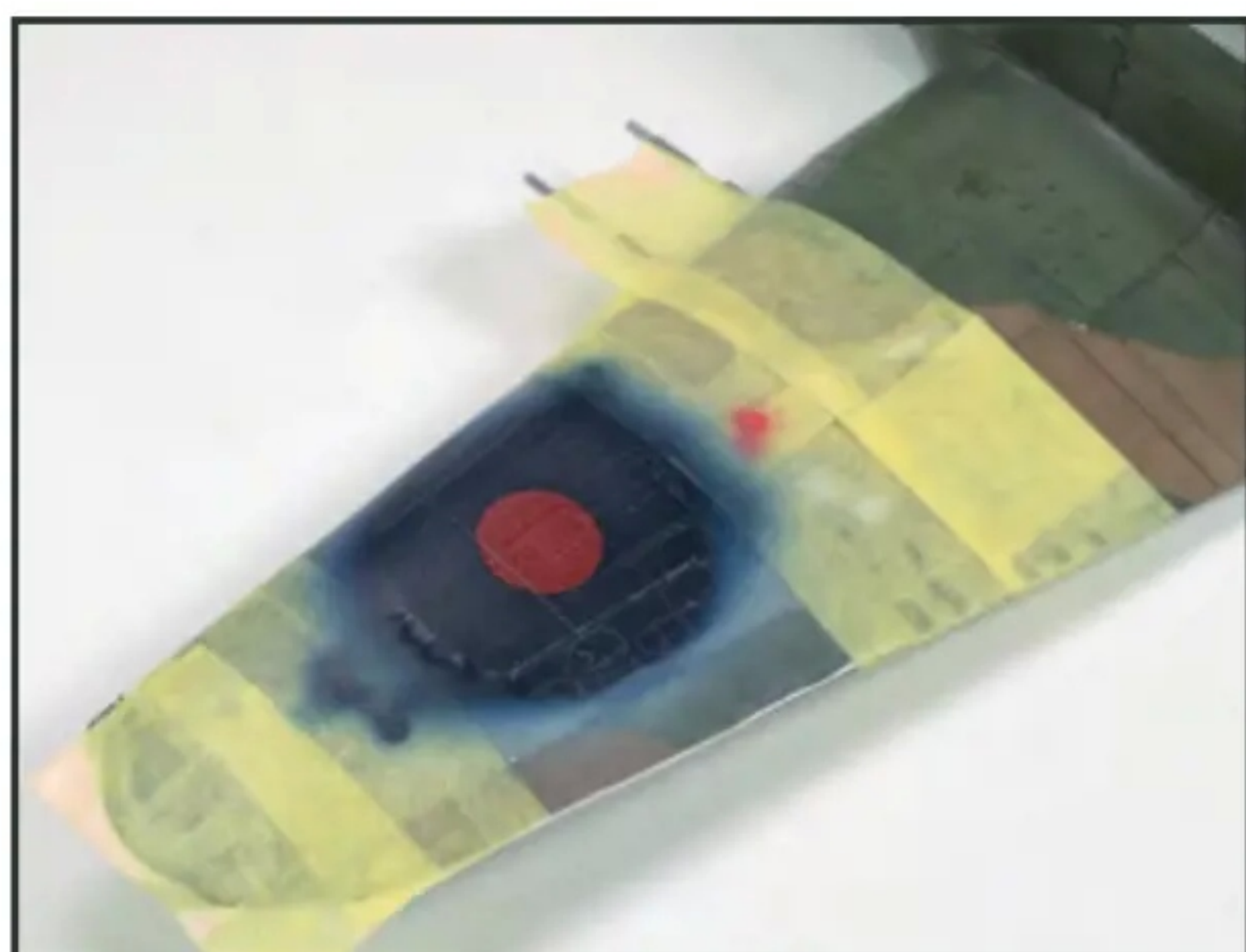
With undersides painted and masked, the ID band was airbrushed with almost white light blue. I find painting ID band at this stage much easier than at the end of the painting process.



MRP-110 Dark Green was much harder to apply as I wanted to create really tight, but still feathered demarcation transition between two camouflage colors.



Camo done. Main colours were subsequently lightened and highlighted.



Circular masks are easy to cut, so I airbrushed most of the markings.

I took the long path of scanning the instructions, cutting the camo pattern from paper, and sticking it to the model with poster gum. Poster gum lifted the masks slightly above the surface, so I was able to spray a sharp yet slightly feathered transition between Dark Earth and Dark Green (MRP-110). Following the same method as on the undersides, I added a bit of tonal variation to the topsides with lighter green and brown. Gloss varnish sealed the paintjob, and it was time to apply the decals. Don't get me wrong, the ones in the box are nice and thin, but I only used about half of them as I've decided to paint most of the markings.

A layer of satin varnish completed the paint process.

DIRTY JOB

With the varnish nicely dry, it was time to do some weathering. There are several steps in the weathering process, but first off, I start by applying enamel washes. I prefer using different shades of washes for different camouflage colours. I applied Dark Green-Grey wash over Dark Green camouflage segments, Dark Brown wash over Dark Earth parts and blue dirt wash for the underside Sky camouflage. That was followed with mapping – applying small dots of oil paints and blending them over the semi-matt surface with a soft brush moistened with mineral spirits. This process adds more variety to the overall camouflage. ▶



Kit decals are in register, super thin and react well with setting solutions.



After a semi-matt varnish, it was time for weathering. I started by using different shades of Ammo panel line washes.



Areas more susceptible to heavier wear and tear received additional layers of Oil paints – most of them coming from Ammo Oilbrushers range.



Streaks and oils are easy to create. Apply small amounts of oils and streak them with a thinner dampened brush in the desired direction.

FEATURE ARTICLE

Arma Hobby 1:48 Hawker Hurricane Mk.IIc • Kit No. 40004



Ammo Nature effects range are much thicker than washes and perfect for dust and earth accumulation.



Paint on wing walkways was usually worn down to the bare metal skin. Metallic pencil is a good tool if you like to create very delicate chipping.

After this step, it is smart to leave a model to dry for a few days, so I focused on all the smaller components: prop, wheels and exhausts.

A few days later, I continued with the weathering steps, now concentrating on small

imperfections by adding scratches and chips with acrylic colours and pencils.

With all that dirt and grime done, all the small parts were now brought together, and the model was finally completed.

I have to say that Arma Hobby Hurricane

surprised me. The ease of build, tons of details, delicate rivets and clever engineering makes this kit one of the best ones there is... if not the best one.

Go and build this kit, you won't be disappointed. ■



Diluted black, exhaust soot and light grey paint is used for exhaust stains. Remember to airbrush the effect in light layers.



Elastic rigging from is a must if you want to have the IFF antennas tight. Just insert them in the pre-drilled holes with a bit of superglue.



Small scratches and paint scuffs are recreated with acrylic pencils. These are forgiving as they can be removed with water if you make a mistake.



...And don't neglect the gun barrels. Paint them matt black and give them some metallic sheen with graphite powder.



"The 3D printing era of scale modelling is here. I downloaded 3D files from Arma and printed them at home. They are excellent!"

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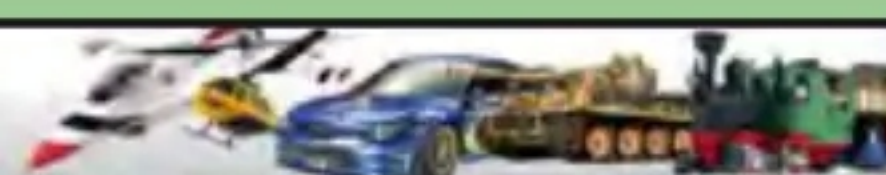
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GREY NURSE PT. 2

In Part Two, Mark Casiglia masks and paints his Tamiya's 1:32 Spitfire Mk.VIII



RED COBRA

Arma Hobby 1:48 P-39N
Airacobra in Soviet markings.

DORA

IBG 1:72 Focke-Wulf Fw 190 D-9
by Andreas Dyck.

OPERATION HIGHMAST

617 Sqn and 809 NAS F-35
Lightning jets on HMS Prince of
Wales Flight Deck, as the ship
arrives in Souda Bay, Greece.

On 13 May 2025, HMS Prince of Wales arrived in Souda Bay, on the island of Crete, Greece, for its first logistics stop, during Op HIGHMAST. The UK Carrier Strike Group, led by the Royal Navy Flagship HMS Prince of Wales, is currently deployed on Op HIGHMAST, a multinational deployment to the Indo-Pacific, reaffirming and reinforcing HMG's commitment to security of the Mediterranean and Indo-Pacific, whilst providing an opportunity to promote the UK brand and British trade and industry globally. F-35 Lightning jets are 5th Generation, multi-role, stealth fighters, capable of fulfilling air-to-air and air-to-ground roles as well as intelligence gathering and electronic warfare.

The UK Lightning jets, of 617 Squadron and 809 Naval Air Squadron, embarked to HMS Prince of Wales from their home base, RAF Marham in Norfolk. ■



TAMIYA 1:72 LOCKHEED MARTIN F-35B LIGHTNING II • KIT NO.60793



TAMIYA'S 1:72 F-35B: A LOVELY LITTLE LIGHTNING!

Tamiya's 1:72 F-35B joins the 'Scale Warbird Collection' of fighting aircraft

The Lockheed Martin F-35B Lightning II is operated by the Royal Air Force's famous 617 Squadron 'Dambusters', United States Marine Corps, Italian Navy, Italian Air Force, Royal Australian Air Force, Belgian Air Force, Japan Air Self-Defence Force, and the Republic of Singapore Air Force. The kit encompasses all the astonishing detail and accuracy of its bigger 1:48 cousin, a model that was featured back in Tamiya Model Magazine Issue 339, January 2024.

The new version takes in all the design changes for the B-model, most notably that huge intake door behind the cockpit, the inner face of which is often adorned with the flag of the operating nation. Inside that door, Tamiya have recreated an astonishing amount of detail and the same is true of the '3BSM' (3-Bearing Swivel Module) engine exhaust nozzle that can be positioned in the 'hovering' mode. It is

covered in amazing detail and just needs some creative paint work to bring it to life.

Two modes can be chosen by the modeller: hovering, with open intake door, downward-facing exhaust nozzle, extended undercarriage leg struts and scissor-links, and 'landed' mode, which uses a different set of undercarriage parts in the 'compressed' configuration (with closed scissor-links) to depict the aircraft's weight pressing down on the legs: an important observation by Tamiya's designers. This is another wonderful achievement from Tamiya, and an exquisite replica of this extraordinary fighter and one of the best 1:72 kits ever created. ●

Availability:

Tamiya models, paints, materials and accessories are widely available from good model shops and online. UK import and distribution by The Hobby Company Limited; www.hobbyco.net



Kit features:

- Wingspan: 148mm
- Fuselage length: 215mm
- Distinctive F-35B design featuring both highly advanced stealth characteristics and STOVL is authentically captured in style, with ergonomic parts breakdown
- The modellers can choose one of two assembly modes: landed or hovering
- Realistic renderings of half-open inner weapon bay doors and interior details such as ribs and pipes
- Lift fan is integrated with nose landing gear bay and the variable vane underneath is recreated in detail
- Shorter than on the F-35A, the engine nozzle is recreated by a single part
- The 3BSM (3-Bearing Swivel Module) is faithfully recreated with a specially designed parts breakdown for this kit
- Y-shaped air intake duct for highly advanced stealth characteristics
- Martin-Baker US16E ejection seat
- RCS (Radar Cross Section) enhancers affixed to top and bottom sections during basic training exercises
- Five marking options from a total of three countries: United States Marine Corps, Royal Air Force, Italian Navy
- Includes painting masks and colour painting guide
- Refined recreation of RAM (Radar Absorbent Material)
- Includes AIM-9X Sidewinder x2, AIM-120C AMRAAM x2



F-35[®] LIGHTNING II[®]

1/48
SCALE



F-35[®]A

61124
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F-35[®]A Lightning II[®]

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F-35[®]C Lightning II[®]

As the final variant, the F-35C kit depicts the distinctive F-35C form with the largest wings and stabilizers among the F-35 variants. This kit allows a choice of deployed or folded wingtip parts and faithfully recreates F-35C characteristics such as the reinforced nose landing gear with dual tires, rigid main landing gear and retractable fuel probe on the right side of the nose. Why not proceed with creating your own Joint Strike Fighter force in 1/48 scale?

A Hat Trick of Elite Aircraft

《All F-35 variants in the Tamiya line-up!》—1/48 Aircraft Series



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